

# EUROPE

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*An Alternative Guide to  
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# EUROPE

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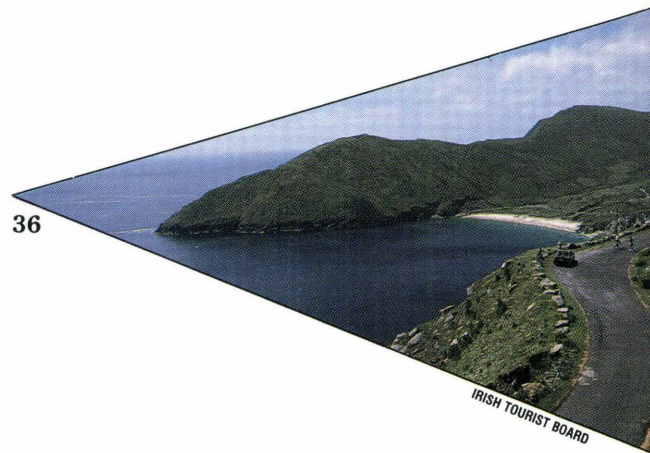
**48** in' closing . . .

DUBLIN  
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IRISH TOURIST BOARD

# Letter From The Editor

**A**CHILL ISLAND, LAHINCH,

Roemoe, Fanoë, Göttingen: These places don't usually conjure up images of exciting European vacation spots for the average American traveler.

However, as *Europe's* special travel issue points out, each of these locations—and many more “off the beaten path” vacation spots—are excellent choices for those readers who will be traveling in Europe this summer.

*Europe* asked each of its correspondents in the 12 E.C. capitals to write about their favorite out-of-the-way “holiday” destination. Several members of the E.C.'s Washington staff also share their secrets on what they consider the best places for vacationing in Europe.

In this month's cover story, Barry Wood outlines three different ways to travel in Europe, depending on budgetary and time constraints. And for those who have neither the time nor the inclination to actually go to Europe, Don Dewey provides an armchair alternative: a mystery tour of the Continent.

But Europe is not just buildings and history; it's also fun! Diana Scimone writes that Disney Corporation is spending over \$4 billion to bring Euro Disney World to France, and that many other

European amusement and theme parks are worth a visit. Europe is also the place to go for summer music festivals. To guide visitors, Jim Spellman has compiled an extensive overview of the major festivals taking place this summer.

On a more serious note, Bruce Barnard asks whether business is ready for the 1992 single market and points out the difference between large- and medium-sized U.S. firms as they prepare to compete in the world's largest market. Complementing this report from Europe, Ralph Johnson, Deputy Assistant Secretary of State for European Affairs, gives a view of “1992” and talks about E.C.-U.S. relations and U.S. assistance to Eastern Europe.

This month's Member State Report focuses on Spain, for which 1992 will be a busy year. Not only will it signal final preparations for the single market; Spain will also host the Summer Olympics in Barcelona and the Seville Expo. In addition to Deidre Sheehan's political and economic overview, *Europe* looks at the preparations now under way for those two events.

Spanish Prime Minister Felipe González, E.C. Commissioners Manuel Marin and Abel Matutes, and film director Pedro Almodóvar are featured in *Europe's* Profiles section. And last, but not least, *Europe* correspondent Richard Lorant takes us to Spain's beautiful Andalusian region.

Bon voyage!



**Robert J. Guttman**  
Editor-in-Chief



Exploring the Unknown  
Europe. Illustration by  
Sam Ward.

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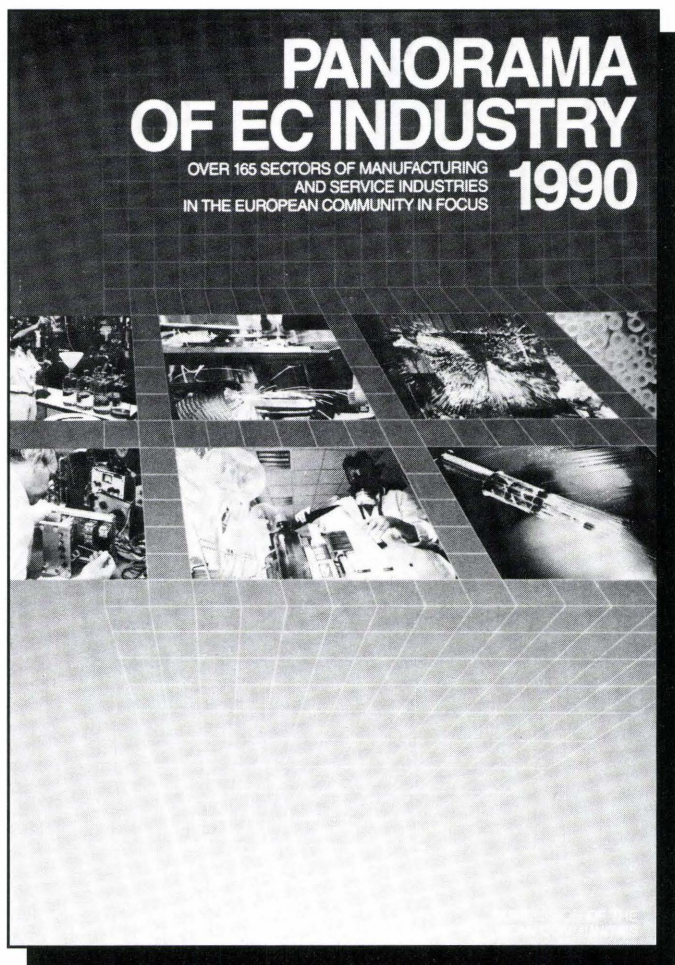
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Reuters has contributed to news reports in this issue of *Europe*.

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concise volume. It gives detailed descriptions of Community law, the Treaties of the Constitution, national law, and international law. Accessible to the lay observer, yet critical enough for the professional lawyer, this book serves as an excellent reference piece.

EC, 1990, 200pp, Pbk, ISBN 92-826-1665-7, CB-56-89-392-EN-C, \$15.00

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# EUROPEAN SCENE

## EUROPEANIZING HIGHWAYS AND BYWAYS

Anyone familiar with traveling on Europe's highways will have experienced the frustrations of trying to identify the country of origin of the driver behind you, wildly gesticulating behind the wheel and desperate to pass.

If the E.C. has its way, that task may soon be made more difficult. Until now, each member state has had its own standard national number plates: Germany's, for example, are long, with a white background and large black numbers and letters telling you where the car is registered; the United Kingdom's offer a choice of white, yellow, or black backgrounds, and large numbers and letters, one of which gives the year of registration; Belgium's plates are small with tiny letters and numbers that don't really tell you anything at all about car or owner.

According to proposals currently under consideration, however, the E.C. Commission would do away with this interesting array of colors, shapes, and sizes and replace it with the same yellow-and-white tags Europe-wide. The distinctive feature on each plate would be a letter designating the country of registration below the familiar circle of E.C. stars. What next in the Europeanization of Europe?

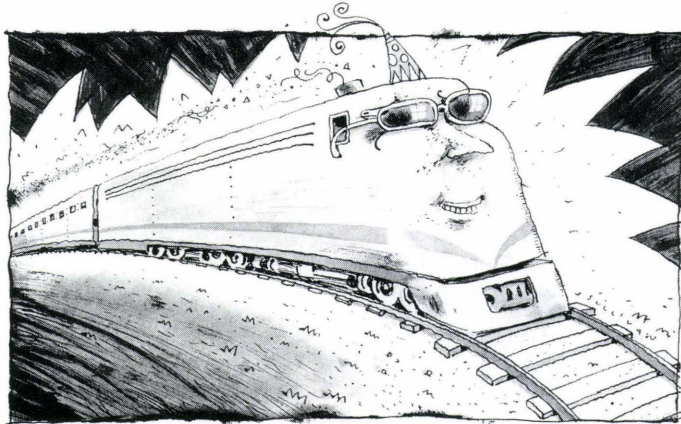


ILLUSTRATION BY JEM SULLIVAN

## Partying in Motion —and Style

If you want to throw a birthday party you will long remember, but can't quite afford to follow in the footsteps of the late Malcolm Forbes' extravagant birthday bashes, consider an alternative now being offered by the French "train à grande vitesse," or TGV.

The French national railway company has come up with a novel idea to generate extra profit and publicity for its high-speed trains by renting out entire TGV trains and individual cars.

In this way, you can eat and drink—and even do the conga—at speeds of over 155 miles per hour and still not have to worry about seat belt signs or

breathalyzer tests. French winegrowers attested to the comforts of this way of partying recently, when they hopped on the train to Paris, introduced a new wine on the way to Lyon, and still made it home for dinner.

You can rent an entire train for a big party—about 485 people. If you prefer a more intimate gathering, consider a single carriage, which seats about 45 people. Costs depend upon the time of day of the excursion, with rush hours obviously demanding a higher price. And what about the price tag? A Paris-Lyon round-trip party on a full 10-carriage TGV runs a mere \$36,000 . . .

**WHERE'S THAT FISHY SMELL?—** Munich has come up with an idea for a city map that may revolutionize the map-making industry: It is planning to draw up an "odor map."

The city's environmental protection office has established a team of "odor detectives," drawn from Munich's citizens and the municipal government, to discover and rate all scents (excepting, for the time being, car exhausts), on a scale from one (decay) to 39 (barbecuing).

The point of this exercise is twofold: Not only does the environment office hope to pinpoint offending smells and thereby help people avoid the more unpleasant-smelling neighborhoods in favor of the more "aromatic" ones; it is also planning to send special "odor units" to eliminate nasty scents as soon as the proper techniques have been developed.

One of the project's main hitches, which spokesman Fritz Freisleider considers "a serious purpose," is likely to be human subjectivity: the disparity between what the individual "detectives" perceive as nice and not-so-nice scents.

## Catch that Phrase!

The E.C. is very proud of its FLAIR<sup>1</sup> for creating its favorite mnemonic device—the snappy acronym. Recently, a Member of the European Parliament pointed out that the zeal of this CRAFT<sup>2</sup> had already produced over 200 catchy abbreviations.

E.C. Commission President Jacques Delors ardently supports

the practice, noting that the AIM<sup>3</sup> of such clever acronyms is to ASSIST<sup>4</sup> the public in its awareness of E.C. programs. The IMPACT<sup>5</sup> of the acronyms has been positive and, PRECISE<sup>6</sup>ly because of the uniqueness of each Euro-style catchphrase, confusion between programs has been avoided.

It is easy to PREDICT<sup>7</sup> the E.C. Commission's refusal to curb this habit: Its members are perfectly acronym-happy!

<sup>1</sup>Food-Linked Agro-Industrial Research

<sup>2</sup>Cooperative Research Action for Technology

<sup>3</sup>Advanced Information in Medicine in Europe

<sup>4</sup>Assessment of Information Systems and Technology in Medicine

<sup>5</sup>Information Market Policy Actions

<sup>6</sup>Prospect for Extra-Mural and Clinical Information Systems Environment

<sup>7</sup>Pollution Reduction by Information and Control Technology

New Issues

This information appears as a matter of record only.

March 18, 1991



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# Charting Your Own COURSE

*Three Ways to Travel to  
Suit Your Mood—  
and Budget*

**T**he victory in the Gulf and the diminishing fear of terrorism have combined to rescue what could have been a disastrous year for trans-Atlantic tourism. The planes are filling up again and, despite the recession, thousands of Americans are heading to Europe.

The good news is that the volatile dollar has rebounded from its year-long decline, that there are bargain airfares, and that most package tours cost no more than they did a year ago. Those who have not visited Europe for a while, however, will find Western Europe—particularly France and Germany, but also Italy and the United Kingdom—quite expensive. Do tourists to Europe really spend \$40 for lunch and more than \$150 for an average hotel?

So, who's going to Europe in the summer of 1991? If you ask travel agents to profile American tourists, they will say it's impossible. But for all their variety, travel agents generally agree that most Europe-bound Americans fall into three broad categories: There's the absolute bargain basement traveler, often a student but increasingly an aging baby boomer, the kind of traveler who used to hitchhike and carry a copy of *Europe On \$5 A Day* in his rucksack. Then there are the budget-minded individuals and families (collectively the biggest category), who have saved up for, say, a two-week vacation, during which they'll probably travel on a tour at some point. Finally, there are the seemingly diminishing, but defiant, luxury travelers who eat and drink their way through Europe quoting the dictum that living well is the best revenge.

Savvy travelers moved fast and got their plane tickets to London or Frankfurt in February and March—when they were really on sale and when travel agents were banging on doors trying to get any business they could. One successful agent tells how she snagged a \$318-round-trip air fare from



the Midwest to London, only to have to meekly inform her client that the double room in the London hotel would be \$350. She gets no argument when she says: "It's crazy out there."

So where and how will American tourists head in Europe this summer?

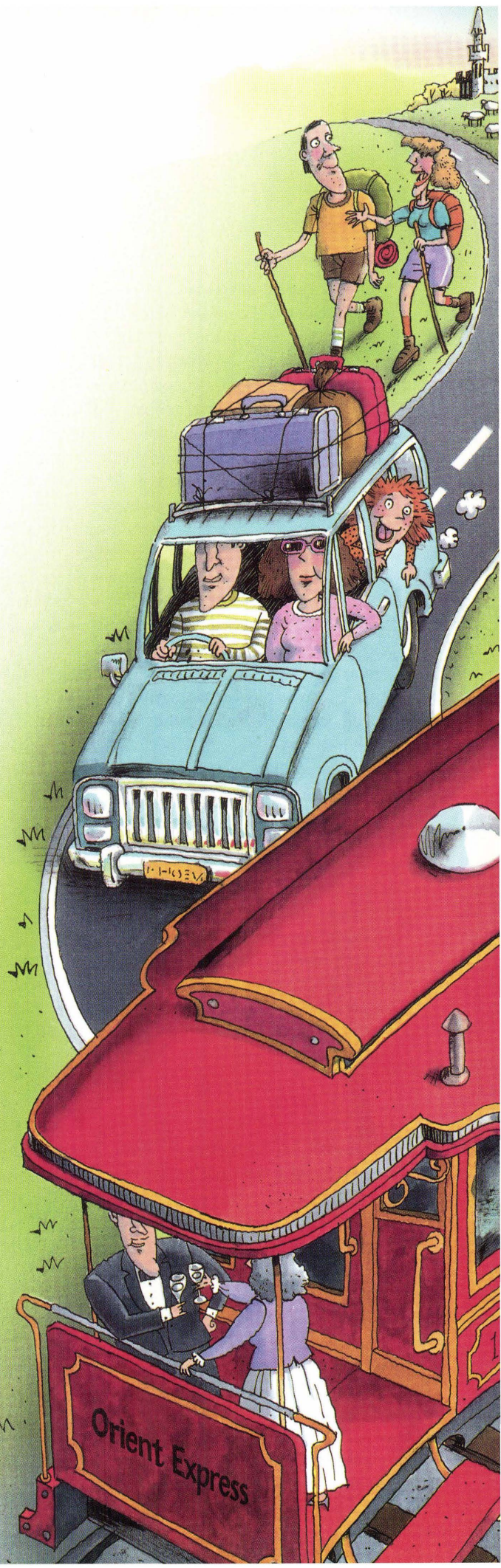
**T**he bargain basement traveler—whether aging hippy, MBA candidate, or school teacher—may go to London on Virgin Airways, the closest thing there is to the former Laker, People Express, or Icelandic bargain airlines. These travelers will often rely on a Eurail pass. They will probably spend time in the United Kingdom before heading to the Continent, often arriving in the Netherlands. Their trip would be for a week, a fortnight, or a month, and they would rely heavily on bed and breakfasts and pensions. Many will even do their sleeping *sitting up* on the train. The younger set is often plugged into youth hostels, and "elder hostels" for seniors are also catching on. Dormitory beds are often still as cheap as \$5 to \$15.

This seems to be the only category of Americans that is still really adventurous. These folks can be spotted on the platforms of Lichtenberg station in what used to be East Berlin and Kaleti in Budapest. Indeed, this year, even more so than last year, Eastern Europe is a hot travel destination. And the best way to experience it is to take the train. Berlin is a great place to start. From Lichtenberg, cheap but relatively good, express trains go south, through Dresden, to Prague in under six hours. There, some luck is needed to find a pension or family, but it's less than a day on the Hungaria or Pannonia trains to Budapest.

From there, the really adventurous could take the overnight Orient Express to Bucharest. This is not the one the rich folks take from London and Paris; this is the *real* Orient Express, a 10-coach Romanian train on which, last March, several toilets were out of order and coal cinders from heating stoves littered the passages between cars. Air conditioning instructions are written in five languages, but not in English. This is also the train from which the scenery is superb if one can make it out through the grimy windows.

**T**he "Category II" traveler will spend about \$700 per person on air fare. Typically, they will be on an escorted tour that includes hotel accommodations as well as breakfasts and dinners. Why are these Americans not traveling alone by train or by rental car?

ILLUSTRATION BY JEM SULLIVAN



A travel agent in Detroit lets you in on a secret to which few travelers will confess: Many Americans are scared of being on their own in Europe; they like to have things done for them. In the words of Fantasy Travels' Marjory Ballheim: "They want someone to hand them their key and say 'your luggage is in your room.'" Whether they admit it or not, many Americans who do not travel frequently are a bit intimidated by Europe and particularly sensitive about their inability to communicate in French or German.

For these travelers, Eastern Europe is too daunting and primitive, except from the comfort of their bus, and if everything has been laid out in advance.

Middle category tourists, professionals for the most part, often have not been to Europe for some years. So when they do go, they want to see what Europe is *supposed* to be: castles, lakes, and mountains.

A sample itinerary begins in Amsterdam with a tour of a diamond workshop and then moves on to Cologne and its magnificent cathedral. A Rhine cruise starts from Koblenz and goes past terraced vineyards and the Lorelei rock. After an overnight stay in Munich, the tour moves south to the Alps to mad King Ludwig's Linderhof castle near Oberammergau.

After that, there's the drive across Austria, through Innsbruck to Vienna, where a day will be spent at Belvedere and Schönbrunn, two former imperial residences outside the Austrian capital. After that, many have had their fill of palaces and castles. A welcome day in Venice follows, plus a bus trip across northern Italy to Lake Como and up to Lucerne for a cruise on the Swiss Lake of Lucerne. Finally, the tour treks to Paris and the flight home. This two-week trip is a bargain if one can do it for about \$6,000 for two.

**L**ast, but not least, there are the luxury travelers. Those with the time and money will probably enjoy the leisurely five-day journey to Europe on the "QE2" (the Cunard Line's Queen Elizabeth). Those in a somewhat greater hurry to begin their elegant holiday might consider taking the Concorde. Alternatively, one could combine both modes of transportation, by taking the boat on the way there, and the supersonic for the trip home.

For many luxury travelers, whose trademarks are elegance and panache, a trip that includes ballooning in France and crossing Europe on the Venice Simplon-Orient Express are worth the high price. Travcoa's 22- and 26-day "Carnival in Europe" tours are particularly popular, because they include both. The tours are limited to 22 members, who are met on arrival in London and chauffeured to either the

**Hyde Park** or **Inter-Continental** hotels. After a three-day visit to the British capital, travelers board the Orient Express at Victoria Station for a regal journey through France, Switzerland, and Austria to Venice. Leaving London before noon and arriving in Paris by sundown, travelers spend only one night on the train before arriving in Venice at nine the following evening.

The restored and costly Orient Express is nothing like its Romanian counterpart. It gets high marks because it sets high standards and meets its objectives. From polished wood carriages to fine crystal and bone china, it's everything the brochure promises: a baby grand piano in the bar car, elegant dining in 1920s restaurant cars, cognacs before retiring to cotton damask sheets, spectacular mountain scenery, and the chance to be among modern-day princesses and millionaires.

More comfort awaits in Venice, where visitors stay at the **Danieli** hotel, a favorite of former German Chancellor Helmut Schmidt. From its rooms, one has a fine prospect of the harbor and the grand canal is at the doorstep.

The tour moves on to Rome and rests at **Le Grand Hotel**, before flying on to Nice, where accommodation is usually at the **Carlton** or **Majestic** in Cannes. A day in Monaco and a cruise on the Mediterranean aboard a chartered yacht are also part of the trip.

One of France's TGV fast trains shoots up to Lyon from Nice. There, one is welcomed at the **Hotel Cour de Loges** and goes on to Dijon and its **Hotel de La Cloche** and vineyards in Burgundy. A highlight there is a private tasting at the Château Clos de Vougeot and the 12th-century abbey at Cîteaux.

The ballooning near Beaune is a highlight for all of those in whom there is a little of the Malcolm Forbes spirit. And if the weather is good, it's phenomenal to sail over these French farms, meadows, castles, and orchards. A story-book picnic, complete with wicker baskets, checkered table cloths, and the best French wines and cheeses, concludes the ballooning afternoon.

On the homeward stretch, a quick TGV train ride ends in Paris, where one can reflect on the past three weeks from the comfort of the **George V** or **Bristol** hotels. Those who still have the energy might spend a day at Versailles, or go on an excursion into the Loire Valley, or to Chartres. A farewell dinner and overnight stay take place at the **Château Paillon Henry IV** in St. Germain-en-Laye.

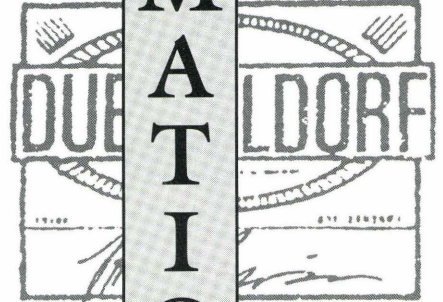
And all this, including business class airfare from New York, can be had for a mere \$16,000 per person . . . €

Barry D. Wood, who travels frequently in Europe, is an economics correspondent in Washington. His last article, "The Emerging Ecu," appeared in *Europe's* December 1990 issue.



# FOR Move

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If you are looking for further information on traveling to particular European countries, the national tourist offices will be able to help. Here are their U.S. addresses and telephone numbers:

**Austrian National Tourist Office**  
500 Fifth Ave., Suite 2009-2022  
New York, N.Y. 10110  
Tel.: (212) 944-6880.

**Balkan Holidays**  
(travel information on Bulgaria)  
41 East 42nd St., Suite 606  
New York, N.Y. 10017  
Tel.: (212) 573-5530.

**Belgian National Tourist Office**  
745 Fifth Ave., Suite 714  
New York, N.Y. 10151  
Tel.: (212) 758-8130.

**British Tourist Authority**  
40 W. 57th St., 3rd Floor  
New York, N.Y. 10019  
Tel.: (212) 581-4700.

**CEDOK—Czechoslovakian National Tourist Office**  
10 East 40th St., Suite 1902  
New York, N.Y. 10016  
Tel.: (212) 689-9720.

**Danish Tourist Board**  
655 Third Ave., 18th Floor  
New York, N.Y. 10017  
Tel.: (212) 949-2333.

**Finnish Tourist Board**  
655 Third Ave., 18th Floor  
New York, N.Y. 10017  
Tel.: (212) 949-2333.

**French Government Tourist Office**  
610 Fifth Avenue  
New York, N.Y. 10020-2452  
Tel.: (212) 757-1125; (for travel to France and the West Indies, call: (900) 990-0040. Calls are 50 cents per minute.)

**German National Tourist Office**  
747 Third Ave., 33rd Floor  
New York, N.Y. 10017  
Tel.: (212) 308-3300.

**Greek National Tourist Organization**  
Olympic Tower  
645 Fifth Avenue, 5th Floor  
New York, N.Y. 10022  
Tel.: (212) 421-5777.

**IBUSZ—Hungarian National Tourist Office**  
1 Parker Plaza, Number 1104  
Fort Lee, N.J. 07024  
Tel.: (201) 592-8585.

**Italian Government Travel Office**  
630 Fifth Ave., Suite 1565  
Rockefeller Center  
New York, N.Y. 10111  
Tel.: (212) 245-4822.

**National Tourist Office of Spain**  
665 Fifth Ave.  
New York, N.Y. 10022  
Tel.: (212) 759-8822.

**Netherlands Board of Tourism**  
355 Lexington Ave., 21st Floor  
New York, N.Y. 10017  
Tel.: (212) 370-7367.

**Norwegian Tourist Board**  
655 Third Ave., 18th Floor  
New York, N.Y. 10017  
Tel.: (212) 949-2333.

**ORBIS—Polish Tourist Office**  
342 Madison Ave., Suite 1512  
New York, N.Y. 10173  
Tel.: (212) 867-5011.

**Portuguese Government Tourist Office**  
590 Fifth Ave., 4th Floor  
New York, N.Y. 10036  
Tel.: (212) 354-4403.

**Swiss National Tourist Office**  
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For further information about the presentation contact the Chamber at (212) 967-2170 FAX 564-1415

# G An Alternative GUIDE



## NYBORG, DENMARK

**T**here is more to Denmark than wonderful Copenhagen, Tivoli, and Legoland. One little known town worth visiting is Nyborg on the island of Fyn.

Nyborg is an historical town pleasantly set among woods that reach down to the shore on the eastern side of Fyn. Despite the ravages of many wars, and its occupation by Spaniards during the Napoleonic Wars, much of the historical character of Nyborg remains: Great buildings from the Middle Ages within the well-preserved ramparts and moats speak eloquently of yesteryear.

You can get around Nyborg on foot or bicycle. The first place to visit is Nyborg Slot, founded in 1170 to serve as a link in the chain of fortresses guarding the Great Belt. In the castle's hall, the Danish kings held the famous *Danehof* national assemblies, an early form of parliament attended by the country's spiritual and temporal leaders. Some of the most important political decisions were made here in the 200 years that the assemblies took place there.

History and legend combine in the Virgin's Tower, long used as a navigation mark, that is said to house the ghost of the "White Lady." She was apparently betrayed by her lover, who then had her buried alive—with her unborn child—within its walls.

Nyborg is also famous for its 17th-century fortress gate, the oldest in Denmark, and once the only way to enter the town. Each year, from the end of July until mid-August, you can attend the famous Nyborg Voldspil, or "rampart play" there.

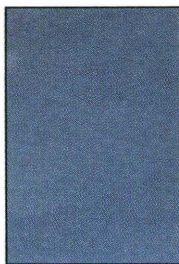
There is also Holckenhavn Manor, a beautiful 15th-century Renaissance-style castle. It is approximately one kilometer (just over half a mile) outside Nyborg, making it a pleasant destination for a walk. Unfortunately, only the park is open to the public.

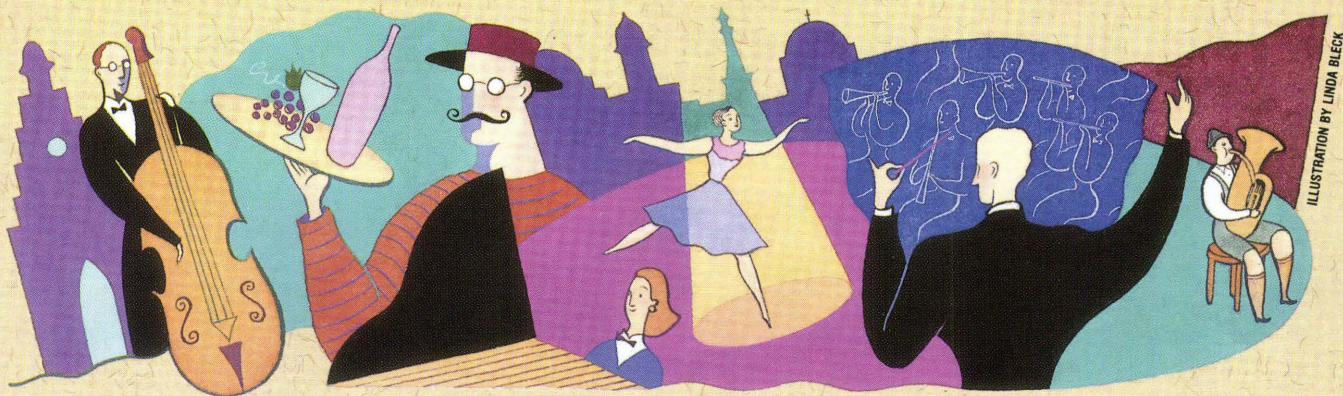
Nyborg abounds with history and old buildings (I have mentioned only a sampling). If you are a beach lover, Nyborg is also the place to go. For the past several years, Nyborg's beaches have received the E.C.'s Blue Flag, an award given to beaches with good water quality, clean beaches, and information and education on pollution and the environment.

A bridge will be built eventually between Fyn and Sealand, which will eliminate the ferries that bring passengers—and undoubtedly increase the holiday traffic to Fyn and Nyborg. Its development is a pity: It is a pleasure to visit the harbor and



ILLUSTRATION BY SAM WARD





Europe's summers abound with cultural festivals, so central to European life, ranging from extravagant black-tie affairs to market squares where local artists vie with food vendors for passing change: From Aristophanes' "Birds" in Athens and Wagner's "Ring" at Bayreuth, to a Hungarian Dixieland band and Munich's majestic operas, the range is as eclectic and rich as Europeans' heritage. This year, however, one composer stars virtually everywhere: Wolfgang Amadeus Mozart.

Below follows a survey of some of Europe's festivals. (Note: Country and city codes precede the local telephone number. If calling within the country in which a festival is located, you may have to dial different codes for the cities, or add a zero before the city code.)

#### AUSTRIA

##### Bregenz

July 23-August 23

George Bizet's "Carmen" will be staged on a floating stage on Lake Constance while "Mazeppa" (by Tchaikovsky and Pushkin) will be produced in the opera house.

Contact: Bregenzer Festspiele, Postfach 311, 6901 Bregenz, Austria. Tel.: (43 5574) 49200; Fax: (43 5574) 492 02 42.

##### Salzburg

July 26-August 31

With the bicentennial of Mozart, Salzburg will attract most of the major conductors, including Riccardo Muti, André Previn, Sir Georg Solti, James Levine, and Seiji Ozawa. The opera schedule includes many of Mozart's best-known operas.

Contact: Salzburger Festspiele, Postfach 140, 5020 Salzburg, Austria. Tel.: (43 662) 8045; Fax: (43 662) 891 114.

##### Vienna

May 2-July 16

Austria's capital will stage a festival celebrating Mozart's immense contributions to

classical music and opera.

Contact: Wiener Festwochen, Lehargasse 11, 1060 Vienna, Austria. Tel.: (43 1) 58 616 760; Fax: (43 1) 586 167 649.

#### BELGIUM

##### Flanders Festival International

April-November

Seven different cities will sponsor more than 350 concerts and 150 baroque music events. *Kortrijk* will stage a series of concerts showing the influence of Mozart on other classical composers. *Limburg* will feature Fioco, Vivaldi, and Prokofiev in addition to Mozart. *Bruges* will hold the Bach-Mozart-Salieri, and Mozart-Vivaldi Prizes as part of the 10th annual International Organ Week. The Flemish Opera's performance of the "Flying Dutchman" is just one of the 18 concerts planned in *Antwerp*. *Brussels* will open with the Orchestra of the Age of Enlightenment and the Orchestra of the 18th Century.

Contact: Flanders Festival, General Secretariat, Eugène Flageyplein 18, 1050 Brussels, Belgium. Tel.: (32 2) 640 15 25; Fax: (32 2) 649 75 97.

#### FRANCE

##### Aix-en-Provence

July 10-August 1

This year, this international music festival will stage Mozart's "Marriage of Figaro," Rameau's "Castor et Pollux," and Britten's "A Midsummer Night's Dream," as well as a large choice of concerts. Performances are held in the cloister of Aix' abbey and in the city's cathedral.

Contact: Festival International, Palais de l'Ancien Archeveché, 13100 Aix-en-Provence, France. Tel.: (33 42) 173 434; Fax: (33 42) 961 261.

##### Avignon

July 9-August 2

The "Festival d'Avignon" is Provence's best-known avant-garde festival, bringing together music, dance, and theater.

Contact: Address and telephone number not available at time of publication.

##### Orange

July 19-August 2

This is one of Provence's major music and opera festivals. Performances are held in the city's Roman amphitheater, one of the best pre-

served in the world. Festival highlights include Richard Strauss' "Elektra" and Verdi's "Aida."

Contact: Chorégies d'Orange, Boîte Postale 205, 84107 Orange CEDEX, France. Tel.: (33 90) 34 24 24 or (33 90) 34 15 52.

#### GERMANY

##### Bayreuth

July 25-August 28

Daniel Barenboim will direct three complete cycles from "Das Rheingold" through "Götterdämmerung." Other Wagner compositions will be "Lohengrin," "Parsifal" (Levine will conduct), and "The Flying Dutchman." All are staged in the Festspielhaus, which Wagner built for his "music of the future."

Tickets sell out shortly after they go on sale in November the year preceding the performances. But veterans advise not to abandon hope since some performances are available on shorter notice.

Contact: Bayreuther Festspiele, Postfach 10 02 62, 8580 Bayreuth, Germany. Tel.: (49 921) 20221 (week-days from 10 A.M. to Noon).

## **Berlin**

*September 5–September 29*

The Berlin Philharmonic Orchestra and the world's leading orchestras and soloists will perform. The festival is known for its path-breaking *mise-en-scène*. There will also be a major Rembrandt exhibition at the Altes Museum. **Contact:** Berliner Festspiele GmbH, Postfach 30 16 48, 1000 Berlin 30, Germany. Tel.: (49 30) 254 890; Fax: (49 30) 254 89 111.

## **Ludwigsburg**

*May 26–September 29*

Concerts, recitals, opera, ballet, and musicals—including the Broadway hit "Sarafina"—compose the four-month schedule.

**Contact:** Ludwigsburger Schlossfestspiele/Internationale Festspiele Baden-Württemberg, Postfach 1022, 7140 Ludwigsburg, Germany. Tel.: (49 7141) 94960; Fax: (49 7141) 949 677.

## **Munich**

*August 6–August 31*

The National Theater's productions are legendary. This year: Verdi's "La Forza del Destino;" Rossini's "L'Italiana in Algeri;" Mozart's "Don Giovanni," "The Magic Flute," "The Marriage of Figaro;" Mussorgsky's "Boris Gudonov."

**Contact:** Bayerische Staatsoper, Münchner Opernfestspiele, Postfach 10 01 48, 8000 Munich 1, Germany. Tel.: (49 89) 21851; Fax: (49 89) 218 53 04.

## **GREECE**

### **Athens**

*June 19–September 16*

Held in the Odeon of Herod Atticus, at the foot of the Parthenon, the Athens Festival combines dance, opera, theater, and classical music. The Epidaurus Festival focuses on ancient Greek drama between July 5 and August 17.

**Contact:** Athens Festival, 1 Voukourestiou Str., 10564

Athens, Greece.

Tel.: (30 1) 323 00 49; Fax: (30 1) 323 51 72.

## **ITALY**

### **Brescia and Bergamo**

*April 25–June 2*

The 28th international piano festival includes an exhaustive array of Mozart concertos—compositions inspired by Mozart's travels through Lombardy—with some of the greatest pianists, including Alicia De Larrocha and Nikita Magaloff.

**Contact:** Festival Pianistico Internazionale di Brescia e Bergamo, c/o Teatro Grande, 25121 Brescia, Italy. Tel.: (39 30) 295 566; Fax: (39 30) 240 07 71.

### **Spoletto**

*June 26–July 14*

Gian Carlo Menotti's "Goya" will open the opera program followed by "The Marriage of Figaro," and "Apollo and Hyacinthus." Ballet performances will feature the Harlem Dance Theater, the Monte Carlo Ballet, and Desrosiers Dance Theater. The theater schedule will include Italian versions of plays by Brecht, Renard, Gurney, and Savinio.

**Contact:** Associazione Festival Dei Due Mondi, Via Cesare Beccaria 18, 00196 Rome, Italy. Tel.: (39 6) 321 02 88; Fax: (39 6) 320 07 47.

### **Verona**

*January 19–September 1*

The festival takes full advantage of the Roman coliseum to stage operas. Verdi's "Rigoletto" and "Nabucco," and Puccini's "Turandot" will play in July and August; Prokofiev's "Romeo and Juliet" will be performed in August.

**Contact:** Ente Lirico Arena di Verona, Piazza Bra 28, 37121 Verona, Italy. Tel.: (39 45) 590 109; Fax: (39 45) 590 201.

## **THE NETHERLANDS**

*June 1–June 30*

The largest annual festival for the performing arts in the

Netherlands, the spectacles will include "War and Peace" by Prokofiev with the Radio Philharmonic Orchestra, and a retrospective of the work of Juri Kylian by the Netherlands Dance Theater. Contributions from Spain—the Ballet Victor Ullate, the Symphonic Orchestra of Spanish Radio-Television, and the Mudances of Barcelona will be given a particular focus.

**Contact:** Holland Festival, Kleine-Gartmanplantsoen 21, 1017 RP Amsterdam, Netherlands. Tel.: (31 20) 627 65 66.

## **PORTUGAL**

### **Estoril**

*July 13–August 23*

At this seashore resort near Lisbon, the program will feature 16th- and 17th-century Portuguese music.

**Contact:** International Association of Music of Costa do Estoril, Casa dos Arcos, Estrada Marginal, 2775 Parede, Portugal. Tel. and Fax: (35 11) 468 56 07.

## **SPAIN**

### **San Sabastián**

*August 5–September 1*

In its 52nd year, the National Theater of Prague will stage Mozart's "Così fan Tutte." A series on 20th-century music will complement traditional chamber music and church concerts.

**Contact:** Quincena Musical/Musika Hamabostaldia, Teatro Victoria Eugenia, Reina Regente s/n, 20003 San Sabastián, Spain. Tel.: (34 43) 481 238; Fax: (34 43) 430 702.

## **SWITZERLAND**

### **Lucerne**

*August 17–September 11*

This festival's classical music repertoire draws some of the world's major orchestras, including Berlin, Vienna, and Israel, and chamber ensembles such as the Academy of St. Martin in the Fields. Soloists include Jessye Norman and Alicia de Larrocha. The fes-

tivities will also mark the 700th anniversary of the Swiss Confederation.

**Contact:** Internationale Musikfestwochen Luzern, Postfach, 6002 Lucerne, Switzerland. Tel.: (41 41) 233 562; Fax: (41 41) 237 784.

## **Montreux-Vévey**

*August 23–September 29*

The festival attracts some of the best musicians, chamber orchestras, and symphonies. The chamber ensemble of the Academy of St. Martin in the Fields with Sir Neville Mariner as conductor, the Philharmonic Orchestra of the Scala of Milan, the National Orchestra of France, and the Symphonic Orchestra of Budapest will participate.

**Contact:** Festival de Musique Montreux—Vévey, Case Postale 162, 1820 Montreux 2, Switzerland. Tel.: (41 21) 963 54 50; Fax: (41 21) 963 25 06.

## **UNITED KINGDOM**

### **Brighton**

*May 3–May 26*

In its 25th year, this carnival along the sea offers a chance to sample the "fringe" in comedy, jazz, theater, and classical music as performed by the BBC Concert Orchestra and the Chilingirian String Quartet. Master dancers and drummers from Tanzania and Kenya will demonstrate African "vibrations." There will be exhibitions on North American Indians, on popular art in the United Kingdom and America, and photographs by O. Winston Link and Louis Faurer showing America in the 1950s. Theatrical offerings include Tennessee Williams' "The Rose Tattoo" and Christopher Hampton's "The Philanthropist."

**Contact:** Brighton Festival, Marlborough House, 54 Old Steine, Brighton BN1 1EQ, United Kingdom. Tel.: (44 273) 674 357; Fax: (44 273) 822 095.

watch the ferries go by, while enjoying a hotdog or ice cream.  
—Dorrit König

#### LAHINCH, COUNTY CLARE, IRELAND

“**T**his whole town is golf crazy,” I recently overheard an American say in the clubhouse bar. “Why is that?” asked his companion. “Well,” he replied, “I just met someone in the main street and when I asked him what time it was, he said: ‘What time are you playing?’”

Lahinch is, indeed, a golf town, and a golfer’s paradise. More a village than a town, with a population that explodes in the summertime, it is dominated by a magnificent golf links that was built in the last century by the Black Watch regiment garrisoned there to keep the rebellious populace of County Clare under control.

“Build” is probably too strong a word, because the course is a natural links circling a superb beach with an unforgettable panorama of Liscannor Bay stretched out before it. Beyond is the Atlantic Ocean and the next parish is New York.

By “natural” I mean that all the contours essential to a challenging golf course had already been put in place by nature, so those military men only had to dig a few holes in the sandy soil to create bunkers—and to lay 18 greens. The result is a formidable championship course, rated in the top half dozen in Ireland and figuring prominently in any expert’s list of the world’s great golf courses.

This is not a recent reputation. In the 1930s, when Bobby Jones was putting together the U.S. Masters course at Augusta, Ga., he employed the famous Scottish architect Alistair McKenzie, who had laid down the devilishly difficult undulating greens at Lahinch. And five-time British Open winner Tom Watson has called Lahinch one of his favorite courses—where he has tuned up for his tilts at the British Open. There is, however, also a flatter and less forbidding Castle Course for the faint-hearted, ideal for the holiday or family golfer.

For those who have never been known to swing a golf club, there is a vast beach washed by Atlantic breakers that make it something of a mecca for surfers.

Lahinch, in County Clare, less than an hour from Shannon International Airport, is located in one of the prettiest counties in Ireland, boasting a unique area known as the Burren, a protected sanctuary of wild flowers and megalithic tombs. The Cliffs of Moher, which offer a sheer plunge greater than the Empire State Building into the crashing sea, are only a couple of miles away. One of Ireland’s foremost folk music centers is also nearby, at Doolin.

In between all this activity, a body needs to eat. It is fair to say that, if I had had to write about this aspect 20 years ago, this would have been a very short paragraph. Nowadays, the standard of the cuisine has been raised to a very high level indeed, perhaps best exemplified by “Mr. Eamon’s Restaurant,” where the fresh lobster is unsurpassed. One of the local hotels, the “Atlantic,” which is a very pleasant place to stay, also has a good kitchen, and there are several good spots in Doolin, notably “Killyra House” and “Bruach na hAille.”

One word of warning: The weather can be somewhat unpredictable. The four seasons are often indistinguishable and sometimes on offer collectively in the course of a single day. One of the local stores, run by Donnacha O Lochlann, stocks some very stylish Irish-made rain wear, as well as tweed goods and Aran sweaters.

In Lahinch, however, there is no excuse for being caught in the rain, because the village has its own infallible weather

vane—the goats who roam the golf course, and who today, as in the time of the Black Watch, are the club’s mascot and emblem. When you see the goats getting close to the shelter of the clubhouse, you can bet your bottom dollar that it is going to rain.

—Peter Doyle

#### SIENA, ITALY

**T**he city of Siena in the heart of Tuscany has inspired writers for centuries. With its towers and fortified walls, which, in the 13th and 14th centuries, served to keep arch-foe Florence at bay, today’s Siena remains much as it was during its height, in the days of the great Italian poet Dante Alighieri. As Henry James wrote in his travelogue *Italian Hours*: “Lying massed within her walls on a dozen clustered hilltops, she shows you at every turn in how much greater a way she once lived.”

Situated 31 miles (50 kilometers) south of Florence, Siena is an unspoiled sanctuary of medieval architecture. Built on three hills, it offers from almost any point a panoramic view of the Chianti country, known for its villas and vineyards. San Gimignano, famous for its “vernaccia,” a dry white wine, is only 10 miles away. But you can taste or buy any Italian wine bearing the Italian Government’s stamp of approval at Siena’s *Enoteca Italica Permanente*, located at the Fortezza Medicea. A visit should take in both the sunny terraces and a tour of the vault built by Cosimo de’ Medici in 1560.

The best lookout point is perhaps the Torre del Mangia in the heart of historic Siena. Anyone with the stamina to climb up the 335-foot-high tower will be rewarded with a spectacular view of the town’s typical orange-tiled rooftops, its landmarks, and the Tuscan valley beyond. Visitors will find the native Sienese somewhat more reserved than the Florentines, but many are still willing to point out the sights.

In the center of town is the Palazzo Pubblico, Siena’s town hall, located at the lower end of the shell-shaped Piazza del Campo. This is a sight in itself: On summer evenings, locals congregate there for conversation, to see, and to be seen. The Palazzo was built between 1288 and 1308, and houses some of the finest works by leaders in the Sienese school of painting and sculpture.

You cannot leave Siena without seeing the Il Duomo, the black-and-white 12th- and 13th-century

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**D**ublin’s year as European City of Culture is in full swing, and the city’s inhabitants are almost overwhelmed by the richness and the number of events to be attended and appreciated. Although the emphasis is on Irish culture, the events are open to the best in the arts in other E.C. countries and even further afield.

In that spirit, the reopening after extensive renovations of the Hugh Lane Gallery of Modern Art, also the city’s Municipal Gallery, has been celebrated by a major exhibition called “Berlin.” It consists of about 150 paintings and sculptures and 50 photographs covering the major movements and developments in Berlin art and culture, including German Expressionism, the art of the Weimar Republic, the so-called “degenerate” art banned by the Nazis, and contemporary art.

France has also established a foothold in Dublin this year. Its Le Fush company will

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marble cathedral. It boasts some of the masterpieces of artists and sculptors of the time, and also draws thousands of tourists each year because of what is said to be the preserved arm of St. John the Baptist—kept in a glass box near the library.

The religious personality most associated with Siena, however, is St. Catherine, who was born there in 1347 and was named patron saint of Italy in 1939. The 13th-century Basilica del Domenica has a chapel dedicated to her. A word of warning—sleeved t-shirts are a must to gain admittance.

Wandering through the narrow, winding cobbled streets is an enjoyable way to get to know 20th-century Siena, with its fair share of exclusive leather shops, boutiques, and wonderful cafés with outdoor seating, where students from Siena's university and foreign language school spend hours observing the scene.

Siena is especially colorful in the run-up to the Palio—a horse race that takes place twice a year (usually July 2, August 16) in the Piazza del Campo. Each jockey rides bareback wearing the colors of the ward of the city (*contrada*) he represents. The horse, with or without jockey, who first completes the enormously difficult race around the sloping sides of the Campo, brings victory to his *contrada*—which then celebrates for anything up to a week.

—Maeve O'Beirne

#### SAN SALVADOR DE COMARRUGA, SPAIN

San Salvador is one of the three maritime quarters of El Vendrell, the capital of the Catalan county of Baix Penedes on the Mediterranean, halfway between Barcelona and Tarragona.

Until quite recently, the old town center and a row of seashore houses belonging to fishermen were the only devel-

opments of this small community in northeastern Spain. Although tourism has transformed the once secluded character of the area, most of its charms have survived. These include the pleasant atmosphere of a small town, with its old town center, quaint little churches, winding streets, daily market for fresh fish and vegetables, some of the best vineyards in the area, and the irresistible combination of the blue Mediterranean and the unabating Iberian sun.

The Catalan composer and cellist Pau Casals came from San Salvador. During the summer festival, you can hear classical music concerts in the evenings at his villa-museum and at a concert auditorium. Those who prefer the ebullient nightlife for which Spain is famous will be able to find the open-air terraces, and clubs and discos in busier neighboring towns.

During the day, the choice is equally broad. Tarragona, the most important urban center in Spain during the Roman Empire, is 20 miles from San Salvador, and still preserves many of the Roman aqueducts, fora, and arches. One of the most beautiful and best preserved Romanesque monasteries in Europe, Poblet, is about 30 minutes away by car. For wine lovers, the Penedes offers some of the finest Spanish wines and *cava*, the designation for Catalan champagne. Needless to say, wine-tasting in the numerous wineries in the area is highly recommended.

Of course, if you feel like doing none of the above, you always have the choice of just lying on the beach, biking, horse riding, or simply strolling under the palm trees of the seaside promenade.

—Rosa Maria Alonso

### Dublin: A Truly European Cultural Capital

be represented in Dublin's first puppet festival, and the street carnival in late June will feature 80 roller-skating teenagers from Normandy. Further French prowess will be displayed by the Jean Palacy flying trapeze school at the new Irish Museum of Modern Art. The museum itself is also worth seeing. Originally a home for the retired and wounded soldiers of the armies of Stuart King Charles II, the 17th-century building has been restored and boasts a splendid interior courtyard.

The modern art museum itself will be officially opened in late May with exhibitions of works from museums in The Hague, Eindhoven, and Hamburg in addition to the core collections featuring those of Australian artist Sidney Nolan, and one of Ireland's leading collectors of Irish contemporary art, Gordon Lambert. The Irish-American Cultural Institute's Hooker J'Malley collection will also be shown.

"Mayday to Bloomsday" is the title of a

seven-week season of Irish and international theater emphasizing innovative theatrical works. It will complement the long-standing Dublin Theater Festival, held every October. In addition to theatrical companies from England and Scotland, a Russian theatrical week will feature companies from Moscow, Voronezh, and Tashkent.

Dublin's best-known writers, James Joyce, William Yeats, Samuel Beckett, and George Bernard Shaw, will figure prominently in the June Literary Festival. In addition to the festival is the International Writers' Conference, which will be attended by almost 50 writers from 19 countries, including Peru's Mario Vargas Llosa, the Paris-based American author Edmund White, and the winner of Britain's main literary prize, A.S. Byatt. The theme of the conference is "Europe and its Legacy," to which the E.C. has contributed one of its first European Platform Awards, worth

\$30,000. Two of the most internationally distinguished poets, John Ashberry of the United States and the Caribbean-born Derek Walcott, as well as leading Irish dramatists, poets, and novelists, will also attend.

Traditional Irish dancing will be featured on July 21 at what is described as "a monster crossroads *ceili* and Irish dancing extravaganza." The best dancers will be demonstrating their skills in Dublin's Dame Street and invite onlookers to have a go at it as well. On August 16, the city streets and pubs will be taken up by a major celebration of Irish traditional and folk music, which will end with some "very special guests," so far unnamed, performing in a huge outdoor concert in the city center. The *seislin*, to give it its Gaelic name, is being sponsored by Guinness Ireland, so thirst should not be a problem.

Joe Carroll is the parliamentary correspondent for the *Irish Times* in Dublin.

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# Mickey Mouse is Coming to Town



*Euro Disney Resort To Open  
in 1992*

**T**HE COUNTDOWN IS UNDER WAY: ON APRIL 12, 1992, the gates will open to Europe's largest private recreational development, the Euro Disney Resort. Already, drivers on the A4 expressway just east of Paris are slowing down for a second glance at a vibrant information center straight out of *Fantasia*.



PHOTOS © DISNEY

**Bonjour, Mickey Mouse!** The Euro Disney information center outside Paris is already open, giving the curious a glimpse of what to expect when the park opens next year. Top: Artist's rendering of resort hotels.

Rising out of the otherwise quiet French countryside, the newly opened *Espace Euro Disney* gives a sneak preview of the resort. Visitors can watch a film and view models to see what the resort will look like on opening day, shop for Disney merchandise, and, of course, greet Disney characters who just happen to be on hand.

Mickey could not have asked for a more convenient location. By opening day, visitors coming to see him will be able to board a regional train at the Arc

de Triomphe in the center of Paris and arrive 23 minutes later at a new station being built at the Euro Disney Resort. When the Channel Tunnel linking France with the United Kingdom opens in 1993, tourists leaving London by train will reach the resort in three-and-a-quarter hours. By June 1994, TGV high-speed rail service will also service the park.

By car, the Euro Disney Resort is on the A4 expressway, between Paris and Strasbourg, with two newly constructed exits just for the resort. By air, it's between two international airports, Orly and Roissy-Charles de Gaulle. Shuttle services will operate from both airports directly to resort hotels.

In the early 1980s, when Disney decided to add to its sole foreign location (the very successful Tokyo Disneyland, which opened in 1983), it looked to Europe, where Disney films have historically done even better than in the United States. From 1983-87, the company searched for sites in the United Kingdom, France, Germany, Spain, and Italy before selecting the site 32 kilometers (20 miles) east of Paris. At 1,943 hectares, it is one-fifth the size of Paris itself, and an ideal geographic location: Of the more than 350 million Western Europeans, 17 million can reach the Euro Disney Resort within two hours by car.

Euro Disney officials have divided construction of the park into Phase I (which will open next April), Phase II, and long-

range plans. Since the first shovel of Phase I soil was turned in August 1988, more than 4 million cubic meters of earth have been moved.

The 600 hectares of Phase I will include a theme park, called Euro

*Euro Disney's  
"Discoverland" will combine  
the best of Americana and  
the most popular European  
legends and fairy tales.*

Disneyland, which will feature 29 attractions in five theme "lands": Main Street U.S.A., Fantasyland, Frontierland, Adventureland, and Discoverland. The latter is a diplomatic combination of the best of Americana and the most popular legends and fairy tales of Europe.

The symbol of Euro Disneyland is Sleeping Beauty's Castle. It towers 43 meters (132 feet) above the theme park, and has architecture straight out of the Duc de Berry's *Book of Hours*. Other European legends and fables include Le Carrousel de Lancelot, Snow White and the Seven Dwarfs, The Adventures of Pinocchio, Le Labyrinthe, and an Arabian Nights-inspired Adventureland Bazaar. Le Visionarium, an immense theater equipped with a 360-degree screen, will show a film on France, Europe, and the future.

The company is marketing the Euro Disney Resort as a complete vacation destination that offers enough to keep a family happily occupied for a week. Thus a major part of Phase I are the six hotels providing 5,200 rooms, including the luxury flagship Euro Disneyland Hotel.

Rounding out Phase I will be the Davy Crockett Campground (with 181 caravan sites and 440 rental trailers); a 27-hole championship golf course surrounded by single-family homes, and an 18,000-square-meter Entertainment Center housing a discotheque, country and western bar, sports bar, a Wild West dinner show, American shopping, European boutiques, and restaurants offering Californian, Floridian, and Midwestern cuisines.

Almost 70 European contractors are participating in on-site construction, and many more designers, engineers, artists, craftsmen, and other specialists are involved in the project around the world. The Mark Twain sternwheeler and the Molly Brown sidewheeler, for example,

## Amusement Parks

### **Tivoli Gardens, Hans Christian Andersen's Boulevard, Copenhagen, Denmark**

Each year, four million visitors enjoy these gardens, patterned in 1843 after London's now-extinct Vauxhall Gardens. There are plenty of rides, as well as a concert hall, theater, and open-air stage. Don't miss the Tivoli Boy Guards, who march through the garden to the music of their own band.

### **Parc Astérix, BP 8-60128 Plailly, Picardie, France**

Opened in 1989, this park 38 kilometers (24 miles) north of Paris is based on the adventures of France's best-loved cartoon character, Astérix. Join him as he visits a Roman arena, the city of Pompeii, and an ancient village in Gaul. Take an enchanted river voyage, see a 3-D movie of the future, or watch glassmakers, potters, and other artisans at work in old Paris.

### **Madurodam, Haringkade 175, The Hague, Netherlands**

Built in 1952, Madurodam is an 18,000-square-meter miniature village, in which the most famous Dutch buildings have been built on a scale of 1:25. Walk past the canals of Amsterdam, the United Nations buildings of The Hague, Schiphol Airport, Rotterdam harbor, and other well-known locations.

### **Cousteau Oceanic Park, 18 Porte du Jour, 75001 Paris, France**

Join Jacques Cousteau and his son Jean-Michel in exploring the world of the sea. Visit an underwater forest of giant seaweed, go inside the stomach of a 90-foot blue whale, and rub elbows with a giant octopus. It all happens through the magic of video, life-size exhibits, rides, and attractions.

are under construction in France. Germany is producing new special effects hardware, while Italy is manufacturing Fantasyland ride vehicles. Film and sound crews have been to the Arc de Triomphe, the Scottish Highlands, and the concert halls of London to record sights and sounds for various attractions and rides.

By 1994, Euro Disney will open a second theme park, Disney MGM Studios-

Europe, and, over the next two decades, will add even more facilities, including 13,000 additional hotel rooms, a water recreation park, and offices, industrial, retail, and residential developments. Long-range plans call for a possible third park, a European Epcot Center. In all, development will take 30 years.

For the moment, however, the company is concentrating its efforts on the April 1992 opening of Disneyland and the rest of Phase I. More than 200 veteran Disney managers and professionals are currently working in France alongside their European colleagues, and other managers and supervisors are being trained at Disney locations in Florida, California, and Tokyo. The Euro Disney Casting Center, or employment office, will open in September, launching a vigorous recruiting campaign.

A central reservations office opened earlier this year to accommodate the 11 million visitors the resort is expecting to attract each year. Half of these are expected to come from France, an additional 10 percent from the United Kingdom, 20 percent from Germany, and the remaining 20 percent from the rest of Europe.

Euro Disney has contracts with nine "participating" companies and hopes to sign up more by opening day. Each participant pays an individually negotiated annual fee, which contributes to the financing of a particular attraction or facility. In Discoveryland, the Banque Nationale de Paris will present Orbitron; Kodak will sponsor the Cinémagique; Renault will be the force behind the Le Visionarium theater, and Philips behind Videopolis. In Main Street U.S.A., vehicles will run under the Europcar banner, and Cawsey's Corner Restaurant and Café Hyperio will be sponsored by Coca-Cola. Nestlé will participate in location outlets throughout Euro Disneyland and in the day-care and pet-care centers. Esso will sponsor Main Street Motors and will create and operate a service station and radio information service. France-Télécom will sponsor "It's a Small World" and will also install some 10,000 telephone lines throughout the resort.

In all, the Euro Disney Resort is a \$4.4-billion venture. Fairy tales may not come inexpensively, but they do come true. Just ask Mickey Mouse. €

Diana Scimone is a writer based in Orlando, Florida.

# Whodunits Across the Continent

DON DEWEY ■

**T**HE AVERAGE TRAVELER AND THE READER of suspense fiction have something in common: Both are looking for the safely exotic. While open to new experiences, most travelers will draw the line at being sacrificed to the deity of a foreign culture or being kidnapped and transported to another universe. Similarly, readers of mystery, detective, and spy stories will plunge into the world of mayhem only on the implicit condition that evil will be vanquished and the social order restored by the end of the journey.

Perhaps this common psychological terrain accounts to a great extent for the fact that some of America's most vivid impressions of European cities and rural areas have come not from classic novels or travel diaries, but from mysteries, which have traditionally interwoven atmosphere with plot as the main source of interest. Even readers not addicted to the genre would be hard put to isolate their preconceptions of, for example, the vicarages, confectionery shops, and estates of the English countryside from the writings of Agatha Christie, no matter how anachronistic some of her locales may have actually become since being transposed to the page.

Christie, of course, is the queen of a vast court of English mystery writers who, from Falmouth to Gateshead and from Liverpool to London, have rendered meticulous portraits of their country at crime. Ruth Rendell, Ngaio Marsh, P.D. James, Michael Innes, Dorothy Sayers, Peter Dickinson, and Julian Symons are just a few of the others who, with some regularity, have contrived their felonies against English backdrops.

Elsewhere on the British Isles, Bartholomew Gill has delved into the

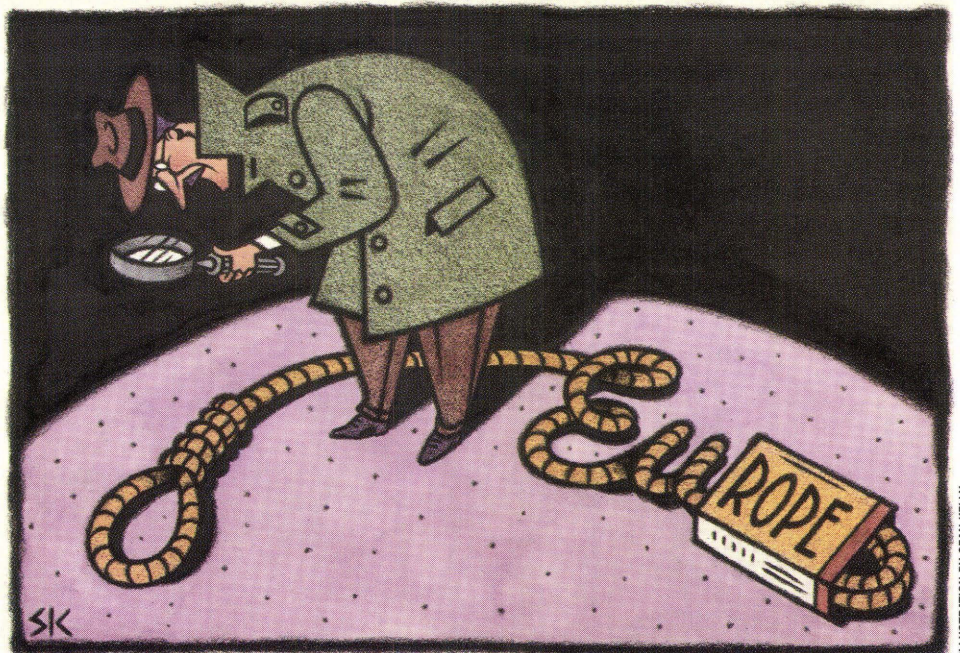


ILLUSTRATION BY SEAN KELLY

murderous tendencies of Dubliners, and William McIlvanney has found more than burrs on the streets and in the dark alleys of Glasgow. But the British Isles are hardly the only part of Europe to be evoked in colorful association with the criminal, the menacing, and the absolutely lethal.

*A Mystery Tour of Europe for the Armchair Traveler*

If any one writer can be called the father of European ambience mysteries and thrillers, it would have to be Englishman Eric Ambler, the master of the Continental spy novel. He first came to prominence in the late 1930s with *Epitaph for a Spy* and *A Coffin for Dimitrios*, and is still plying his trade in the 1990s. A typical Ambler hero is the innocent tourist or businessman who gets entangled in a political conspiracy on the eve of World War II and then has to scramble from one city to another to get away from pursuing killers or unprincipled policemen.

Until the 1950s, Ambler's preferred fictional theater was the Balkans, where Greeks, Turks, Yugoslavs, Albanians, Romanians, and Bulgarians might have had different last names, but shared the middle initial "I"—for Intrigue. Although most of the characters in books like *Epitaph for a Spy*, *A Coffin for Dimitrios*, *Journey into Fear*, and *Judgment on Deltchev* are shady lowlifes or worse, they ultimately pale before the sinuous mosaic of the Balkans themselves—a region, the author suggests, that is synonymous with intrigue because of its natural, cultural, and geographical volatility.

In the same vein of spy tales, few books have depended as much on the atmospheric of place for thematic impact as John Le Carré's 1968 novel *A Small Town in Germany*. For all its foreground plot's revolution around neo-Nazis in the West Germany of the 1960s, the real protagonist of the book is Bonn, the "small town" on the Rhine River that gave birth to Beethoven and was thrust into the role of postwar capital of the Federal Republic. In *A Small Town*, Bonn becomes a seething mixture of provincial reclusiveness and international grandiosity—qualities also discernible, not so coincidentally, in the novel's principal villain.

A third Englishman, Nicolas Freeling, has brilliantly evoked the Netherlands and Low Countries as a background for criminal mischief. In fact, through the scrutiny of his hero, Inspector Van der Valk, in such tales as *Love in Amsterdam*, *Over the High Side*, *Because of the Cats*, and *Guns Before Butter*, Freeling has written a virtual manual on the mores of the Dutch and a guide to the urban and suburban districts of the Netherlands.

Despite the enormous success of the Van der Valk character throughout the 1960s and early 1970s, however, the author confessed to a boredom with the Dutch procedurals and saw fit to kill off the good inspector in favor of concentrat-

ing on France (Freeling's present residence) and a new protagonist, Henri Castang of the Police Judiciaire. In novels like *The Night Lords*, *Sabine*, and *The Bugles Blowing*, written between the mid-1970s and 1990, Castang picked his

*Some of America's most  
vivid impressions of Europe  
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mosphere with plot.*

way through a very Georges Simenon-like Paris to apprehend evildoers who were fairly transparent from their entry on the scene.

Apparently again bored with his creation, Freeling has announced his intention of abandoning Castang and resurrecting Van der Valk from the dead. It is not yet clear whether this will mean keeping the inspector back in the 1960s or coming up with some bizarre explanation for his resurrection.

Amsterdam's brown cafés and flower-decked squares also provide the setting for the police procedurals of Dutch writer Janwillem Van De Wetering. In works like *The Streetbird*, *Hard Rain*, and *The Maine Massacre*, Van De Wetering generally spreads the detection work among a no-nonsense middle-aged detective, his sage chief, and a young sergeant who spends a lot of time musing the benefits of music and Zen Buddhism.

If Freeling's character of Castang has a great deal (and not enough) of Simenon's Inspector Maigret about him, it is not too surprising. Indeed, the Belgian-born author's Parisian detective has inspired any number of facsimiles in other countries—all dogged and patient in their pursuit of criminal quarry and given to disenchanting views of the human condition. The emotional similarity of most of these protagonists to Maigret has put even more of a premium on the physical environments that distinguish one investigator from another—a fact that has been noted by the Mystery Writers of America and has become something of an essential condition for an English-language translation for the U.S. market.

Of all the Continental suspense and thriller authors, the most successful after Simenon has been the Swedish husband-and-wife team of Maj Sjöwall and Per Wahlöö. Until Wahlöö's death a few years

ago, the couple had collaborated on almost two dozen mysteries featuring Stockholm detective Martin Beck. In such stories as *The Laughing Policeman*, *The Man Who Went Up in Smoke*, *Roseanna*, and *The Fire Engine That Disappeared*, Beck and his rather extensive team of subordinates are portrayed as invading every nook of Swedish society to solve their cases.

The other Scandinavian countries have their equivalents to Sjöwall and Wahlöö, though none of them has as bleak a vision. In Denmark, Poul Orum has Detective Inspector Jonal Morck looking into the seamier side of Copenhagen in novels like *Scapagoat*. Finland's most translated mystery writer is probably Mauri Sariola, whose works capitalize on Helsinki's frontier with the Soviet Union to create suspense tales like *The Helsinki Affair* and *The Torvich Affair*. Bergen is the regular setting for Norway's Gunnar Staalesen; after a few novels in the 1970s that featured Norwegian policemen, Staalesen has focused in recent years on private detective Varg Veum, the hero of *At Night All Wolves Are Grey* and *Till Death Do Us Part*.

Translations of suspense and thriller fiction from other parts of the Continent have been much harder to come by. This has been especially true for the Soviet Union. Although procedural writing has long been popular, it has been effectively preempted on the American market by the thrillers of Martin Cruz Smith (*Gorky Park*), Anthony Alcott (*Murder at the Red October* and *May Day in Magadan*), and Stuart Kaminski (*Black Knight in Red Square* and *A Fine Red Rain*). Italian, French, and Spanish crime writers have been up against the added problem that even their native publishers usually relegate their efforts to low-priced paper editions, making them all the more invisible to American publishing houses.

Of course, Americans always have the option of traveling to Moscow, Rome, Paris, or Madrid to see for themselves what these cities are like. But that, of course, is the safe solution. €

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Donald Dewey is a freelance writer based in New York. His article "The Moscow-Hollywood Connection," on the role of the Soviet Union in American film, appeared in *Europe's* April 1991 issue. His mystery novel, *Reasonable Doubts*, will be published by St. Martin's Press in late summer.



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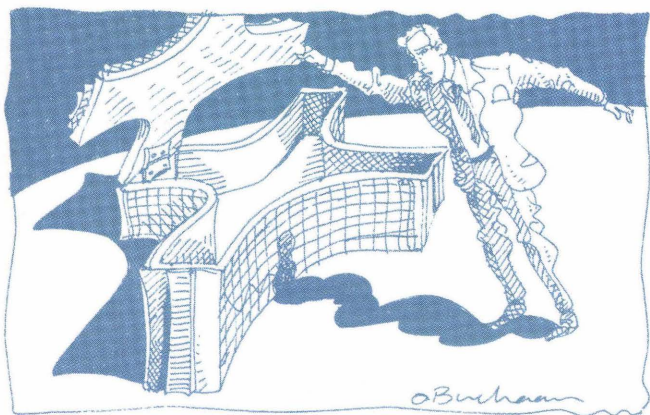


ILLUSTRATION BY YVONNE BUCHANAN

Robert Zeller is managing editor of the weekly *Bulletin* magazine in Brussels.

### TRAFFIC TIDBITS

**D**riving accidents and fatality rates vary enormously throughout the Community. In the Netherlands, for instance, they are not very different from those of the United States. As soon as one crosses the border into Belgium, however, they skyrocket almost 700 percent. So the Commission's announcement that it intends to harmonize traffic laws throughout the E.C., was greeted with sighs of relief.

Europeans face confusingly diverse traffic laws, driving customs, and road signs every time they cross a national border. Harmonization of traffic rules would solve that problem. In fact, Commission officials expect that the new traffic laws being proposed could cut fatalities by as much as 30 percent. On the books are new speed limits of 130 kilometers per hour (80 miles per hour) for highways and 90 kilometers per hour (55 miles per hour) on secondary roads, as well as the compulsory wearing of seat belts for back- and front-seat passengers. Drivers would also be required to turn on their low beams in daylight hours and police officers would be allowed to conduct random alcohol tests.

Traffic harmonization promises to be a major task, but the only disparaging comments so far have come from automotive body-shop proprietors—and undertakers.

### JAPANESE JITTERS

**C**ommunity-based car manufacturers, threatened by Japanese competition in much the same way as those in the United States, have been heartened by a Japanese Government warning that Japan's car makers must not increase their exports to the E.C. to offset their U.S. market declines. This is one of the most significant results so far of the ongoing E.C.-Japanese trade negotiations.

Noting that this year's initial figures for Japanese car exports to the E.C. show an increase of almost 13 percent over last year, Japanese officials insisted that, if the numbers are not reduced voluntarily by their car makers, the opportunity for continuing cooperation would be jeopardized. Earlier, Martin Bangemann, the E.C.'s Commissioner for industrial affairs, had agreed that Japanese manufacturers could increase their market share gradually over the next six years, although the Commission retains the right to readjust this figure if E.C. manufacturers are negatively affected by the move.

Meanwhile, Sir Leon Brittan, the E.C.'s tough-talking competition Commissioner, has promised an E.C.-wide backlash against Japanese companies if Tokyo continues to discriminate against E.C. firms wanting to export to Japan. "Promises are no longer enough," he said. "We need positive action, starting with a dialogue similar to that already established by the United States and the Community."

### COMPETING COMPUTERS

**A**merican computer companies are likely to face increased competition from E.C.-based producers trying to muscle in on super-computer production, if the Commission's plan to fund the specialized research necessary for the development is realized.

Currently, the super-computers, 1,000 times faster than conventional units, are built only in the United States and Japan. But an E.C. committee claims that, if supported by the aerospace, car, and

pharmaceutical companies, a Commission investment of one billion ECU a year (\$1.34 billion), would allow E.C. companies to compete head-on with their U.S. rivals.

### COMMISSIONER CUTBACKS?

**S**limming plans—not often a consideration in Brussels, where the outstanding quality of the restaurants is only exceeded by the gargantuan proportions they serve—may see the number of E.C. Commissioners reduced from the present 17 to 12. Currently, each of the 12 member states is entitled to one Commissioner, with the five largest—the United Kingdom, France, Spain, Germany, and Italy—each getting an additional seat at the table. Will this be the start of a world-wide trend. . . ?

### NEWS! NEWS! NEWS!

**B**efore the Gulf War, Ted Turner's *Cable News Network* was a fringe player in European telecasting. People knew the station existed, but most of its viewers were Americans, resident or traveling in Europe. Now, however, Europeans—including E.C. officials—realize what they have been missing and are demanding their own 24-hour all-news channel.

The European Broadcasting Union, a consortium of state-owned broadcasters, has said it could have a Euronews satellite operation in place by 1992, but will need an E.C. subsidy of 60 million ECU (\$80 million) to make up a predicted shortfall of initial advertising revenues. Twelve of the 39 companies have already committed themselves to an annual investment of almost 2.3 million ECU (\$3 million) each from 1991 until 1996. The Commission has yet to formally agree to support the plan, but there seems little doubt that the channel will become a reality.

Nine hours of daily programming are planned initially, which would be extended to around-the-clock service by 1993.



*Business Attitudes Are  
Undergoing Rapid Change*

# The E.C. Gears Up for 1992

BRUCE BARNARD ■

**T**HE E.C.'S 1992 SINGLE MARKET PROGRAM appears to have slipped in the political ratings, overshadowed by the painful economic renewal of Eastern Europe, the accelerating disintegration of the Soviet Union, and, most recently, the Gulf War. But "1992" continues to dominate conversations in corporate boardrooms as European companies' CEOs fine-tune their single market strategies and fortify their defenses against competing U.S. and Japanese firms.

The response of European firms to the single market varies widely, both between sectors and between member states. The single market is often used as a camouflage to justify cross-border mergers and strategic alliances that actually stem from Europe's attempt to match Japan and the United States in an increasingly global market.

Nevertheless, major corporations have keyed 1992 into their business plans. "We live in a European market that is not being created on January 1, 1993, but is already forming," says Cesare Romiti, chief executive of Fiat, the Italian car manufacturer. "Reasoning in nationalist terms no longer makes sense."

The surge in cross-border mergers and acquisitions (M&A) in the E.C. provides the clearest evidence of an emerging pan-European business climate. In 1990, the number of deals increased by 20 percent, to 1,877, with a value at around \$66 billion—12 percent higher than previously.

The pattern of deals is also changing. British companies are shifting more of their spending from the United States to the E.C., and the usually inward-looking state-owned French companies have begun to move beyond the confines of their



ILLUSTRATION BY TIM MILLER

own domestic markets. Meanwhile, non-E.C. member Sweden was far more active in M&As in the Community in 1990 than all E.C. states except Britain and France.

Analysts expect M&A activity to slow in 1991 because of the uncertain business climate and the likely retreat of recession-struck British firms. But cross-border transactions, relatively rare only five years ago, are certain to pick up again in the 20-month countdown to end-1992. Most of the running is being made by the big battalions, seizing on the economies of scale that will flow from operating in a frontier-free market of 340 million consumers.

Small- and medium-sized firms, however, lacking the cash to build a pan-European presence, remain glued to their national markets. Their 1992 strategies are mainly defensive, casting around for alliances with larger players or seeking refuge in domestic niche markets to avoid head-on competition with bigger rivals.

The wave of cross-border mergers, alliances, and share swaps in which the E.C. has been engulfed over the past two years, reflect a process that would have happened anyway as industries yield to mounting "in-house" pressures to restructure. However, the single market has added urgency to cross-border courtships because European firms fear intensified competition from U.S. and Japanese firms that are already reaping economies of scale in manufacturing, marketing, and research and development in their giant domestic markets.

Companies are pooling their activities in telecommunications, railway equipment, artificial intelligence, robotics, and metallurgy to boost their competitiveness on world markets. These alliances have spread to many sectors, ranging from high-technology to construction materials. France's Lafarge Copée recently merged its plasterboard activities with those of Britain's Redland; Carnaud of France merged with Metalbox Packaging of Britain to create CMB Packaging; Fiat and Alcatel-Alsthom, another French concern, linked their telecommunications activities.

But the record of cross-border alliances is patchy: Phillips, the Dutch electronics giant, failed to merge its computer operations with those of Italy's Olivetti; a grand alliance between Générale de Banque of Belgium and Amro Bank of the Netherlands was killed off by deep differences in business cultures; the attempt by Italian tire maker

Pirelli to take over Germany's Continental was mired in animosity. Even as 1992 approaches, hostile takeovers in Germany and the Netherlands, two of Europe's most successful economies, remain nonstarters.

*As 1992 approaches, the number of cross-border mergers and acquisitions is rapidly increasing.*

Some 1992 moves have been driven more by fear and fashion than by pure business logic. Especially in France, Italy, and, to a lesser extent, Germany, the insurance industry has been involved in a bewildering array of mergers, share swaps, and defense alliances involving billions of dollars, that have bemused industry analysts. Fear of missing out has pushed many companies into transactions, such as costly southern European acquisitions, and into pan-European strategies that would normally have been rejected.

Guardian Royal Exchange Insurance PLC, the British insurer, learned how 1992 strategies can unravel the hard way. Its \$50.5 million purchase of stakes in three small Italian insurers in March 1989 appeared an astute move. But by end-1990, Guardian had run up \$133 million in losses in Italy. Chastened, it sold its holdings in two of the insurers for a nominal sum and reduced its stake in the third.

The single market is not likely to have a big impact in other sectors, at least not in the short to medium term. The well-known consultants McKinsey & Co. believe that European banking will remain a local business although competition in national markets will intensify after 1992 because of the inflow of new products and ideas. So far, Germany's Deutsche Bank is the only bank to have moved aggressively abroad with its \$1.87 billion acquisition of Morgan Grenfell, the London merchant bank. France's Crédit Lyonnais has mounted a more modest operation, buying up medium-sized retail banks across Europe in a bid to branch out all over the Continent.

Europe's \$60-billion-a-year pharmaceuticals industry is not counting on an early 1992 payoff either. Huge obstacles to harmonizing the industry still remain, with national medical authorities likely to

set prices and license products for the foreseeable future. European health care companies fear that, in the absence of full trade liberalization, they will find it increasingly difficult to compete with U.S. and Japanese concerns that benefit from large uniform domestic markets and are seeking to expand internationally.

The single market is a minefield for transportation companies attempting to cope with liberalization of sectors that have been tightly protected and fragmented for decades. Europe's major airlines have rushed into alliances and are seeking quasi mergers to weaken the impact of deregulation, thereby squeezing the independent carriers that were meant to benefit most from an open single transportation market. European airlines also fear that U.S. "mega-carriers," and low-cost Asian companies will gain most from E.C. liberalization.

The single market makes many E.C. car manufacturers nervous, including the European subsidiaries of Ford and General Motors, which are bracing for a Japanese export onslaught when national import quotas in five E.C. states are removed on January 1, 1993. The E.C. Commission is negotiating an agreement with Tokyo to limit Japanese exports until 1998, but European manufacturers still expect the Japanese to nearly double their current 11-percent market share by the end of the decade.

The jury is still out on the impact of the single market on E.C. industry, but there are clear signs that the European business culture is changing rapidly: The initial 1992 euphoria has been replaced by more sober assessments about the pace of progress toward creating a giant frontier-free market to match the United States.

In fact, a real single market probably will not come into being until the E.C. creates a single currency. Henning Christophersen, the E.C. Commissioner for Economic and Financial Affairs, summed up the problem: "Imagine the idea of appreciating the Texas dollar when the price of oil rises, or depreciating the Michigan dollar when Detroit was outpriced by Japanese car exports. That sounds as pointless as introducing customs duties inside the U.S. market and yet that is what business in the E.C. has to put up with." €

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Bruce Barnard is the Brussels correspondent for *The Journal of Commerce*.

# Ralph Johnson

**R**alph Johnson, Deputy Assistant Secretary of State for European Affairs and the Bureau's Economic Deputy Assistant Secretary, spoke with Europe's Editor-in-Chief Robert J. Guttman about the 1992 single market, GATT, Eastern Europe, and U.S.-E.C. relations.

**What is the attitude of American business toward the 1992 single market?**

We are finding that the attitude of American companies already engaged in the European market is positive. We are hearing fewer complaints from companies, and there is less evidence of apprehension about a potentially protectionist 1992.

Now we will very carefully have to follow the question of the E.C. directives at the national level—the national implementation of the directives—to make sure that our interests are not somehow adversely affected. What we hear from our companies is very positive. This reading is based on contacts in the United States and on talks with companies when I travel in Europe. My feeling is that 1992 had ceased to be a point of contention between us and the Community well before attention tended to be drawn elsewhere—in this case to the Gulf crisis.

**Overall, do you feel that 1992 will be a positive thing for U.S.-E.C. relations?**

I think it will be. A lot depends on the implementation of these regulations at the national level. Provided that implementation is handled in a non-discriminatory way, the overwhelming majority of U.S. companies would see [1992] as positive.

**Will small- and medium-sized U.S. companies be at a disadvantage against the larger Ameri-**

**can firms already established in Europe?**

Clearly, those companies established in Europe will not always have precisely the same perception of the situation as those who only access the European market as exporters.

The ones who are in Europe have, almost without exception, started out somewhat more relaxed on the question of 1992. For example, exporters were particularly concerned about the creation of standards that would put them at a disadvantage. At the outset, they feared that the price of reducing internal barriers would be to increase the external ones. Yet, based on our contacts, companies are not coming to us with any horror stories about having been disadvantaged.

**Does the State Department have a position on the intergovernmental conferences on political union and on economic and monetary union (EMU)?**

We wouldn't take a position on the two conferences. The E.C. was increasingly choosing to take joint positions on foreign policy questions, and it struck us that, on the economic side and on the trade side, we had very well developed lines and channels of communication because the responsibility within the E.C. was clear. This did not solve all of our problems, but the communication channels were there.

We retain a great deal of interest in how the E.C. chooses to organize itself to deal with foreign policy issues, and the balance of responsibility that falls between member states and the Presidency or E.C. organs in addressing foreign policy questions.

It is not for us to take a position on the conferences themselves, but we are interested because they will affect the way in which we deal with Europe.

On EMU, we do not have any preference as to how the E.C. chooses to organize



DEPARTMENT OF STATE

*The Deputy Assistant Secretary of State for European Affairs discusses "1992" and Eastern Europe.*

itself. However, it is clearly important for us to try to understand what will be the result of the EMU process.

**The European Bank for Reconstruction and Development (EBRD) officially opened last month. Do you have any position on the EBRD, since the United States is a major stockholder?**

As a major stockholder, we have obviously been interested in the bank. We have been actively involved in the decisions among the partners as to the bank's role.

One of the things I am interested in is how the bank's activity will relate to the G-24's activities. One of the things we have been striving for through the G-24 is to try to coordinate activities in Eastern Europe by providing assistance in Eastern Europe, and the EBRD will obviously be an important player.

**Eastern Europe seems to have taken a back seat since the Gulf War. What are you doing with the G-24 and with other efforts to assist Eastern Europe?**

It has not taken a back seat, but it has become difficult to raise funds for Eastern Europe over the last six months. This is not the G-24's fault. Given the recession in the United States and the commitments that we and others took on in the Gulf, there has been a big drain on resources.

The G-24 is not simply or primarily a fund raiser. We have all worked together in the case of Poland—and now in the cases of Czechoslovakia and Hungary, and perhaps in other cases—to help supplement the resources provided by the World Bank, the International Monetary Fund (IMF), and by others bilaterally. That is one dimension of its work.

Eastern Europe will be affected in conflicting ways by the Gulf War. For one thing, oil prices are down. That is very good news for Eastern Europe, because it had been hit hard both by the transition to hard currency pricing with the Soviet Union in oil supplies and by the increase in oil prices that took place once these countries were already embarked on their reform programs.

But the question is whether they will continue to be able to get the resources they need. I'm confident they will, for a couple of reasons. First, because the bulk of official resources will really come through the multilateral institutions, the IMF and the EBRD. Second, because they will establish a certain threshold of reform and will become more attractive as

locations for private flows of funds from Western Europe and from the United States. Over time, official funds will become less and private funds more important to their continued economic growth.

*“Through the G-24, we have been striving to try to coordinate activities in Eastern Europe by providing assistance.”*

**Which Eastern European country is taking the lead in moving to a free-market economy?**

Poland was first off the mark with a very aggressive economic program. The Poles get an enormous amount of credit for their tenacity, and they are now beginning to see some benefit from that program. That is by no means to say that one can rest easy and that the Poles have achieved all of their objectives. Other nations, such as Bulgaria, have come from nowhere in the last few months and have economic and political programs with which people are very pleased and of which the multilateral institutions speak very highly. We are seeing progress across the board.

**Will we now focus more on individual countries rather than grouping all Eastern European nations?**

The pace of progress will be different because each country's circumstances were different. Some were in better economic shape than others and therefore the populations didn't always see the need for the same kind of radical reform that was enforced, for example, in Poland. We are trying to work with the E.C. to stimulate regional activity where we can.

The nature of the trade patterns of these countries was overwhelmingly with the Soviet Union, and not really with each other. It was almost an artificial situation. There hasn't been much incentive to increase the trade flow between them at a time when none of them has a hard currency, which they need to buy fuel and other goods. But we hope to stimulate some more regional activity so that we wouldn't simply look at them on a country-by-country basis because they would be engaged in more interaction. There are some positive signs: The Poles, Hungarians, and Czechs are working with the Italians; so a number of different things are getting started.

**Are you optimistic about a successful Uruguay Round?**

I am optimistic. I expect that our own requests for an extension of fast-track authority will go forward in Congress. I am hopeful, although it is by no means assured, that Congress will grant the extension of fast-track legislation. It is important that, as we go into the next stage of these negotiations, we do not go backward. We should not simply let the situation drift. We all have a stake in bringing this Round to a successful conclusion.

**Does agriculture represent 99 percent of the problem with the talks, or are other issues sticking points, too?**

If you look at agriculture in terms of the total value of trade, it is certainly not 99 percent of it. In political terms, agriculture has been very important to both sides. It is important because some of the developing countries have great interest in the outcome of the agricultural negotiations. If we expect those countries to make concessions in areas like services and in some of the new areas in which we are all engaged, then they want to see an outcome on agriculture that is in the direction of open trade. The political significance of agriculture in the negotiations goes beyond its economic significance.

**Have U.S.-E.C. relations improved under the Bush Administration?**

Yes. My own view is that, if you look at the issues, the Uruguay Round has been the most contentious matter between us in the last year. We are looking at a period of change within Europe and within the Community. Looking at it from both the economic and political standpoints, I think that, in general, there is a higher degree of understanding within this Administration of the process of change going on in Europe, even though none of us claims to have a complete understanding of it. But there is a higher degree of understanding, and there has been much more interaction—in the frequency of high-level U.S.-E.C. meetings, for example. In the first years of this Administration, there has been much interaction, and that is very helpful. €



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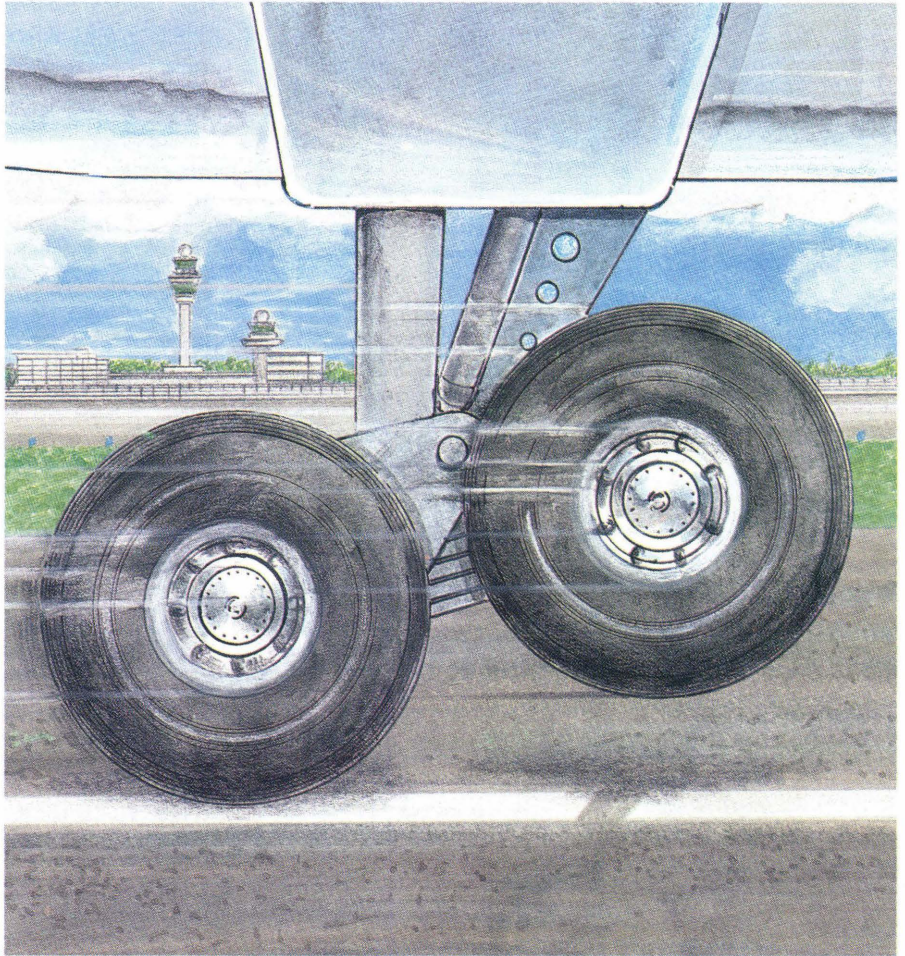
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**HIT THE GROUND RUNNING**

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**S**OCIALIST PRIME MINISTER FELIPE GONZÁlez broke nearly 100 years of Spanish isolation when Spain joined the U.S.-led coalition in the Persian Gulf against Iraq. Although Spain's military presence in the Persian Gulf was small (three Navy ships, all outside the combat zone), González overrode vociferous opposition at home to provide extensive logistical support for the United States in Spain.



*The End of Isolation Brings Prestige Abroad*

# SPAIN

As the ground war started and opinion polls showed the Prime Minister's popularity sliding, it began to seem as if that position had been a mistake. But many considered González' stand vindicated when a rapid end to the conflict gave way to reports about Iraqi atrocities in occupied Kuwait. Protests over the war and Spain's part in it—including the use of a Spanish air base as a principal takeoff point for U.S. B-52 bomber raids—began to fall silent, and González seized the moment to carry out a long-awaited cabinet shuffle.

Analysts have hailed the reorganization of the Government as a victory for conservative Finance Minister Carlos Solchaga and his ideas to help speed Spain's integration into the European Community. In addition, the shuffle put an end to the long-standing feud between Solchaga's supporters and the followers of former Deputy Prime Minister Alfonso Guerra, who resigned in January after his brother was accused of influence peddling. Guerra had opposed many of Solchaga's policies, and was believed to have used his extensive control over the cabinet agenda to block the Finance Minister's moves. The new cabinet is now expected to lead Spain down the home stretch and into the European single market in 1993.

Since coming to power in 1982, the Socialist administration has turned the country it inherited from General Francisco Franco's dictatorship into one of Europe's most dynamic economies. Economic growth of an annual 5-percent rate between 1986–89, cooling to 3.7 percent in 1990, has been coupled with a surging per capita income that more than doubled from \$4,800 in 1983 to over \$10,000 at present. In short, its policies have transformed the country from a struggling, backward nation into one of the most attractive sites for investment in the West.

So, after nine years in the driver's seat, González can claim not only major economic achievements—to have led Spain out of a 10-year economic depression, which ended in 1985—but also important political changes—to have overseen the consolidation of post-Franco democracy.

It is worth noting that both achievements have been underpinned by the administration's single-minded determination to overturn Spain's historic isolation and to incorporate the country into key European institutions. Under González, Spain entered the E.C. on January 1, 1986, and, three months later, voted in a

referendum to remain a member of the North Atlantic Treaty Organization.



In the last nine years, Spain has turned its formerly sluggish economy into one of Europe's most dynamic. Previous page, from left: Merida; Segovia; Córdoba. Above: Burgos.

Speaking at the Socialist Party's 32nd congress last year, Party Secretary José María Benegas left no doubts as to the Socialists' dedication to European integration. "The Socialists must now seek to maintain majority support in Spain through outlining where the country's interests lie in Europe," he said. He warned that Spain must keep abreast of the E.C.'s moves toward the single market and economic and monetary unity, "or face being relegated to second-tier status in Europe."

In moving Spain toward the single market, the Socialist Party has distanced itself from its traditional left-wing roots. Unprofitable state companies have been sold off, successful state companies have been partially privatized, and the party split with the Union General de Trabajadores (UGT) trade union it founded more than a century ago. These moves have made the party popular with Spain's business community, which has thrived under its leadership.

But party strategist Manuel Escudero noted at the congress that the Government has also attempted to foster what it calls democratic socialism by redistributing the wealth created through steady economic growth. Taxes have been hiked for the rich and slashed for the poorest, and the social security budget has ballooned from \$20 billion in 1982 to \$90 billion in 1991. And, despite the reforms carried out so far, the state still holds extensive control over the economy: It

sets insurance premiums, telephone tariffs, and gas prices, and owns the largest airline and steel maker, one of the biggest banks, and the country's tobacco monopoly.

Despite the glowing economic statistics, however, Spain has not solved all of its problems. Last year, the country's biggest foreign currency earner, the tourist industry, received just over 52 million visitors, 3.7 million less than the year before, making income from tourism fall 6.4 percent. And, with fewer than one million U.S. visitors to Spain every year, tourist officials could not blame Gulf War fears for keeping travelers away.

The truth is that, for 30 years, the industry has relied on its Mediterranean coastline and predictably good weather to attract the low-priced package tour crowd. Now that the peseta is gathering strength and prices are rising, however, package tourists are turning elsewhere, and the Costa Brava and Costa del Sol, with their wall-to-wall high-rises and disco bars, do not appeal to what officials at the Government's tourist promotion agency Turespaña like to call, "a better class of visitor."

To breathe new life into the industry, Turespaña officials have begun to look to the interior of Spain for new attractions, and are now stressing the country's widely varied scenery and rich cultural heritage over its sun and sand. Fortunately, with the frenzied pace of highway construction in recent years, inland Spain has become more accessible. At the end of next year, when the national road plan, started in 1986, is finished, Spain's road network will cover 6,000 kilometers (3,750 miles), a substantial improvement on the 1,800 kilometers (1,125 miles) that existed in 1984. Another 4,000 kilometers (2,500 miles) of roads and highways are planned to be built between 1993 and the end of the century.

Impressive as it seems, however, the Government's upgrading of the infrastructure has its critics. Instead of four- or six-lane highways, the Government built two-lane highways to connect the country's main cities. Officials claim that, given the expense of laying down roads in Spain's mountainous countryside, the construction budget could be stretched further by building two-lane roads rather than genuine highways; critics say that the new highways will be very quickly clogged with trucks, given that Spain's traffic is growing at a faster clip than its economy.

Even more worrying to the Govern-

## Let the Fun and Games Begin!

Nineteen ninety-two will be a busy year for Spain: Expo 92, the Universal Exposition to be held in the southern city of Seville, will open in April, and the Barcelona Summer Olympics will kick off a few months later.

Excited preparations have been under way for some time in Seville, and the Expo's organizers are confident that the last nail will be driven in before the fair officially opens.

Organizers hope that 18 million visitors will pass through the Expo's turnstiles during its six-month run. About half of the visitors are expected to be Spanish, another 40 percent are estimated to come from Europe, and the remaining 10 percent from the United States and Japan. Indeed, a big crowd would help cover the \$1.5 billion that Expo organizers plan to spend on constructing and maintaining the 2.5-kilometer-square site, on which more than 80 pavilions from 103 countries are planned.

If you go to Spain in the summer, you can catch both the Expo in Seville and the Olympic Games in the northeastern city of Barcelona. While Expo tickets may not exactly be a bargain at 4,000 pesetas, or \$40, each, Olympic organizers boast that the prices of the four million Olympic tickets are comparable to those charged at the 1972 Munich Games, to "fill the stadiums," according to Olympic Special Projects Director Oriol Serra. Prices range from 1,000 pesetas, or \$10, for the preliminary badminton rounds, to 9,000 pesetas, or \$90, for the men's basketball finals.

The Olympic budget, however, dwarfs the money being spent on Expo 92. Five billion dollars are being allocated to a new Olympic city a little way along the Mediterranean coastline from Barcelona. New streets, parks, and roads are being laid over a new sewage plant and water treatment system; a 160-acre Olympic Village is being built on reclaimed land, and \$1 billion alone is being invested in installing a state-of-the-art satellite telecommunications system.

The Olympic organizers are also confident that all work will be finished by the time the Games begin on July 25, 1992. Most of the 43 sports venues are expected to be ready by the end of this year. In fact, the big projects are already finished, including the renovated 1929 Montjuic Olympic stadium and the new 12,500-seat, \$90-million Sant Jordi sports pavilion.

The Olympic organizers, whose budget exceeds \$1.3 billion, expect the Games to pay for themselves through income from television, sponsorship, and commercial licensing fees. With hopes for a global television audience of 3.5 billion viewers for the opening ceremony alone, the Barcelona Olympics could set a record for television licensing fees.

And, when the Games are over, only the Olympic Village houses will be turned over to private ownership. At about \$250,000 each, more than half have been snapped up already, says the builder.

—Deidre Sheehan



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ment is the ability of Spanish businesses, protected for so many years, to compete when the borders come down in 1993. Foreign technical expertise still outweighs Spanish efforts in the motor, electricity, and telecommunications industries, and insurers and retailers could be said to be surviving simply by virtue of owning all of the outlets.

To combat the problem, Solchaga has proposed a productivity pact to the unions that would link pay awards to measurable improvements in competitiveness. He has said that he would like to see wage increases kept to 5.8 percent in order to push inflation, currently at 5.9 percent, down to 5 percent by the end of the year. "Now more than ever we must agree not only to hold salaries in check but to guarantee the highest level of employment compatible with rising purchasing power," the Minister said.

The unions, currently in the midst of this year's round of wage talks with employers, reacted with outrage. Spanish salaries, they say, are already three-quarters below the E.C. average. They also accuse the Government of doing little to foster job training schemes and education programs that might lessen Spain's 15.6-percent unemployment rate, one of the E.C.'s highest. The battle is still being waged, although there have been suggestions that the unions may accept a lower wage hike in return for Government concessions that would boost their political base.

But for all its problems at home, Spain's success in emerging peacefully from a dictatorship and into prosperity has made it a shining example in the eyes of other countries. A steady stream of officials from emerging Eastern European democracies has recently traveled to Madrid for advice, including leaders from Romania, Poland, and Czechoslovakia. Even Soviet President Mikhail Gorbachev made the pilgrimage, only to be told that Spain is no model. After Franco's death, González said, "we worked hard at moderation, at mutual respect, at tolerance." But, he stressed, "there was extraordinary improvisation. No one knew how the whole thing would work out."

So far it seems to have been a success. E

Deidre Sheehan is a correspondent for the Associated Press in Madrid.



*The Southern City is Chock-Full of History—and Fun*

# Olé Seville!

RICHARD LORANT ■

**A**NDALUSIA HAS PRODUCED MORE STEREOTYPES of Spain than perhaps any other region. There is the gypsy flamenco dancer, her face contorted by emotion; the *señor* surveying his tracts of land atop an Arabian horse; the beret-capped day laborer; the illiterate bullfighter, whose courage drives him to triumph or tragedy in the ring; narrow cobbled streets offering shade from an unforgiving sun; hotel-lined beaches; and *siesta, fiesta, sangria, and mañana*. Many of the strongest images illustrated in books and movies about Spain find their maximum expression in the southern part of the country.

Like all stereotypes, those centered around Andalusia fall far short in their attempts to describe its complex beauty. But they do have a basis in fact. While Basques, Catalans, Galicians, and Valencians fiercely defend the distinct languages and cultures that predate their incorporation into the old kingdom of Castile and León, Andalusia has fashioned its culture by blending those of its conquerors.

Andalusia was a stopping-off point for Greek and Phoenician traders and a key western outpost of the Roman Empire. Two Roman emperors were born and bred in Italica, a city just outside present-day Seville, and Roman poet and playwright Lucius Seneca came from Córdoba. The Moors, who invaded Spain from across the Strait of Gibraltar in the 8th century A.D., found their land of milk and honey in Al-Andalís. By the time King Ferdinand and Queen Isabella ended the Christian reconquest by taking Granada in 1492, Andalusia had acquired a unique mix of Moorish, Jewish, and Christian art, architecture, learning, and culture that five centuries of Roman Catholic domi-



Christian and Moorish influences have blended beautifully in Seville, the capital of Spain's southern province of Andalusia. Here: The Santa Cruz Plaza in the city's center.

NATIONAL TOURIST OFFICE OF SPAIN

nance could not erase.

The heart of Andalusia is its capital, Seville, an hour from Madrid by plane and five-and-a-half hours by train. Built on the banks of the Guadalquivir River, this ancient city has provided the backdrop for Spain's most romantic legends and spawned many of the country's most prominent artists and historical figures. But it is no museum. Today, with 600,000 inhabitants, Seville is Spain's fourth-largest city. It is noisy with daytime activity and offers a night life comparable to that of Madrid and Barcelona. Many parts of the city are being restored to prepare for Expo '92, the Universal Exposition planned to commemorate the 500th anniversary of Christopher Columbus' first trans-Atlantic journey in 1492.

Long a tourist center, the city offers a wide variety of lodgings. If money is no object, stay at the Moorish-style **Alfonso XIII**, just outside the old Jewish ghetto, or the modern **Los Lebrejos**, a little further from the center. Many mid-priced hotels, like the **Murillo**, and even more *pensiones*, where a clean room without private bath can be had for \$15 a night, are just inside the old tower walls. The **Montréal** and **Los Venerables** are both in the heart of the Barrio de Santa Cruz, an old part of Seville. A **Parador Nacional**, a government-run hotel, is set in a restored fortress in Carmona, 20 minutes away on the highway to Córdoba.

A daytime tour of the city must include the enormous 15th-century Gothic cathedral, third-largest in the world after St. Peter's in Rome and St. Paul's in London. Inside, in addition to some excellent religious paintings, you will find the tomb of Columbus, one of several that claim to contain the remains of the Admiral of the Ocean. Its bell tower, the Giralda, is the city's symbol. Originally the minaret to Seville's main mosque, this 12th-century tower is a twin to one in Marrakech, Morocco. The Christians added a belfry, which is topped by a huge weathervane, the *Giraldillo* ("Twirling Thing"), which gives the tower its name. The view from the top is worth the walk up its ramps.

Across the square from Cathedral Avenue are the Archivos de las Indias, where historians are still uncovering important documents dating from Seville's era as administrative capital of Spain's overseas empire. IBM and the Quincentennial Commission are computerizing every document so that scholars can eventually call up copies at terminals in several universities.

Past the archives is the royal palace,

the Reales Alcázares. At first glance, the carved wood ceilings and walls of stucco and tile of the elaborately decorated rooms appear to be Moorish, but the artisans were, in fact, Christians employed by the house of Castile and León



From Seville, the old city of Córdoba, another Andalusian gem, is only an hour away by car.

who had learned their craft under Moorish rule.

Once you have enjoyed the vast expanses of the palace and its gardens, it is time to wander—to the Barrio de Santa Cruz, once Seville's Jewish ghetto. Unable to expand outward, the prosperous Jewish merchants built upward and narrowed the streets. Your best bet is to leave your map and lose yourself in the shaded cobblestoned walkways lined with flowered balconies, peer into the patios, and drink in the smell of jasmine and orange trees. You can take a break at one of the many bars, enjoying a *tapa*, Serrano ham, or Manchego cheese and a cold fino sherry or beer.

If you amble long enough, you will reach the statue of Don Juan, the fictitious Sevillano who defiled Doña Inés and made a pact with the devil, and the Plaza de Santa Cruz, with its elaborate wrought iron cross. Eventually, you will reach the other side at the Jardines de Murillo, a tree-lined walkway named for the famous painter who, like Diego Rodríguez de Silva Velázquez, was born here.

If you fancy shopping, go to the Plaza Nueva and take the Calle Sierpes. This pedestrian street is the center of a shopping district that extends on all sides. The El Corte Inglés and Galerías Preciados department stores are also nearby.

At night, the city offers several flamenco shows, along with a dizzying number of bars, pubs, and discotheques. Most

of the action, however, is in the street. The best bet is to do as the locals do: Eat your main meal at around 2 P.M. or 3 P.M. and take a short siesta at your hotel to get ready for the active nightlife. Don't expect to find any ambience if you have your dinner before 9 P.M. Excellent but pricey restaurants include **La Dorada**, across the river in Los Remedios, the **Río Grande**, where you can sit on a riverbank terrace in warmer weather, and **San Marco**, which features a local version of *nouvelle cuisine* in a restored palace. My favorite is **El Abuelo** on the Calle Elvaro de Bazán. It is quite out of the way and the menu is not extensive, but it is intimate, pretty, and family-run. Plenty of restaurants cater to tourists, offering menus of the day for less than \$10.

All restaurants are open for supper, but the locals often eat hot *tapas* as they go from bar to bar. For those who like old-style bars, the Barrio de Santa Cruz is chock-full of them, starting with the **Bar Giralda** on Calle Mateo Gaga near the Cathedral. Local specialties include *pescaquito frito* (batter-fried fish), *montaditos de lomo* (hot pork loin sandwiches), *guisantes con jamon* (sautéed ham and peas).

Some words of caution. Although violent crime is rare in Seville, pickpockets and purse snatchers abound. Avoid carrying valuables in pocketbooks and keep a tight hold on cameras. If you have a rental car, make sure you stow objects out of sight.

The road construction and building going on in preparation for Expo '92 can also cause traffic jams, so be patient. The Expo, which runs for six months beginning April 20, 1992, is being billed as the biggest world's fair ever, so you might want to plan your trip to coincide with it.

Don't limit your trip to Seville, however. Córdoba and its Great Mosque are only an hour away by car or train. Granada and the majestic Alhambra (and the Sierra Nevada, which offers skiing through April) are just a little further. The sherry capital of Jerez is 40 minutes to the south and ancient Cádiz is a half-hour further. The whitewashed towns (*pueblos blancos*) of the Sierra da Cádiz, including Grazelama, Zahara, and Arcos de la Frontera, are also nearby, as are the beach towns of El Puerto de Santa María, Sanlocar de Barradema, Chipiona, and Rota. €

Richard Lorant reports for the Associated Press from Madrid, and is a regular contributor to *Europe*.

# PROFILE

Ten years ago, Spanish film writer/director **Pedro**

**Almodóvar**, 39, was finally able to quit his job and turn his part-time passion for directing into his full-time career.

Born in southwest-ern Spain in 1951, Almodóvar discovered his passion for the arts early on: At age 10, he won a school essay contest on the *Immaculate Conception*, and soon after became interested in literature, music, and film.

But this interest would remain a hobby for many years. Moving to Madrid at age 17, he wrote comic strips and short stories for clandestine magazines and newspapers while working several jobs. He found a permanent position with the country's national telephone company two years later, which ensured a steady salary but still gave him time to pursue his artistic interests.

Almodóvar was strongly influenced by the political events of the time—especially the cold war, Stalin's death (in 1953), and Franco's dictatorship (until 1975). These had a direct bearing on his life, forcing him to publish most of his written works clandestinely for many years. The transition to democracy of the country gave Almodóvar's artistic side a new lease on life.

As Spanish Prime Minister since 1982, **FELIPE GONZÁLEZ**, 49, has maneuvered Spain through a period of rapid economic growth and democratic consolidation. He is now charting a new course for Spain's foreign policy.

Born in Seville in 1942, Gonzalez studied law at the universities of Seville and Louvain (in Belgium), and practiced as a labor lawyer. But his love for politics proved to be the driving force in his career. He joined the Young Socialists in 1962, and, two years later, the Spanish Socialist Party. Until the beginning of 1977, his political activities were totally clandestine. This did not deter him, however, from serving on various regional and national committees before being appointed the party's secretary-general in 1974.

In fact, politics seems to run in the González family: Gonzalez is married to Maria del Carmen Romero Lopez, a former teacher, who ran for office in the lower house on a Socialist ticket in 1989, and, like her husband, joined the Socialist Party during its clandestine days.

When the Socialists won an overwhelming majority in the 1982 national elections, Spain's King Juan Carlos appointed Gonzalez, then only 40, to the office of prime minister, a position he has held consecutively for the past nine years.

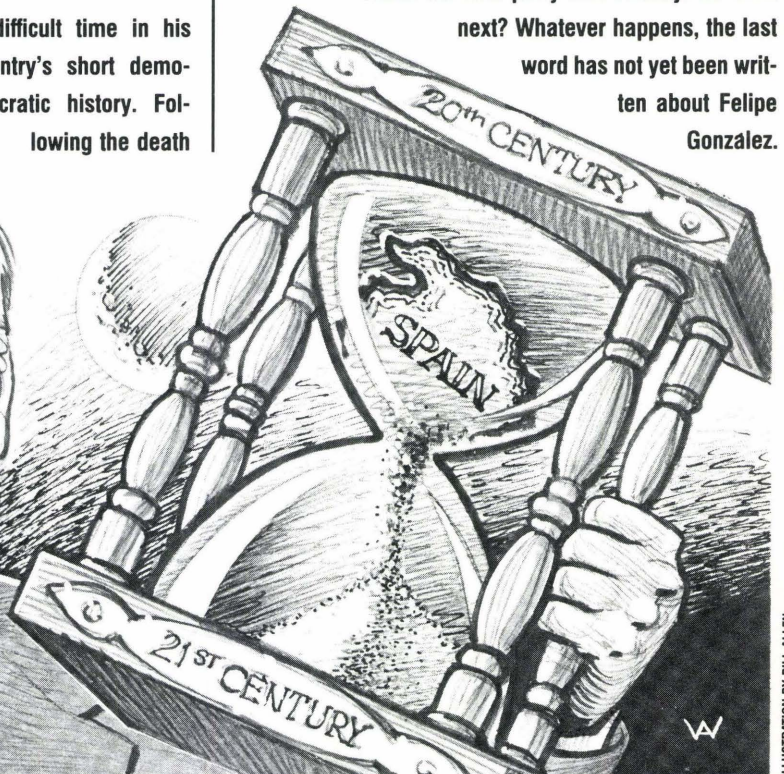
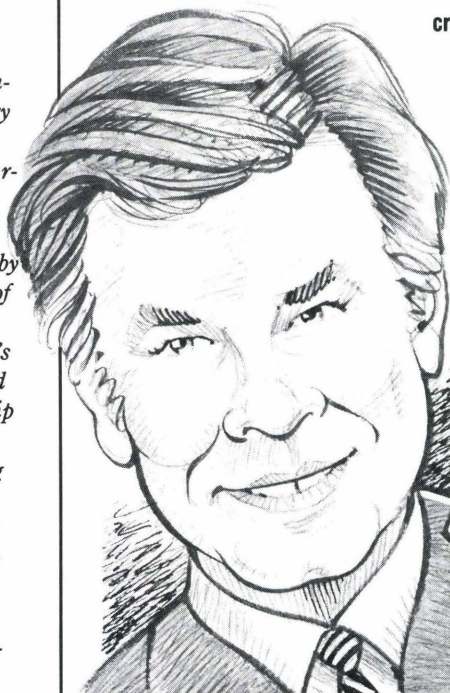
Gonzalez assumed office at a difficult time in his country's short democratic history. Following the death

of General Francisco Franco in 1975, a conservative government took over, only to find that the transition from dictatorship to democracy, as well as Spain's political isolation, led to a severe economic recession—an economic condition Gonzalez inherited. His political platform consisted, then as now, primarily of practical measures aimed at creating a modern Spain by implementing "a policy of change."

His charismatic leadership has helped Spain to progress economically and politically. He took the country into the E.C. in 1986 and, aware of the need to integrate Spain into the international community, went against Socialist policy and kept the country in NATO.

Possibly to help ease Spain's transition into the single market, Gonzalez has taken an active stand on European union. He fully supports the goals of political and economic and monetary union, but has introduced his own ideas to ease the process of introducing these reforms to Europe's citizens. He hopes that his ideas meet the middle ground between the wealthier and the less prosperous E.C. members.

Gonzalez seems to have achieved everything a politician could hope for: rising to the highest political office within his own party and country. So what next? Whatever happens, the last word has not yet been written about Felipe Gonzalez.



**FELIPE GONZÁLEZ**

ILLUSTRATION BY BILL ALLEN

# PROFILE

*Apart from writing, Almodóvar had also been busy acting, writing music, and making films, all of which he would later put to use as a movie director. His only "official" cinematic training, however, consisted of several short films made with friends on a "Super 8" movie camera. His knowledge of acting came from a prestigious local independent theater group, which he had joined in the early 1970s.*

*In 1981, preparing to shoot his second feature film, "Labyrinth of Passions," Almodóvar finally left his daytime job to dedicate himself to directing full-time. He tinkered on a variety of projects for a couple of years before making "Dark Habits" in 1983, which brought him his first significant recognition.*

*This was followed by several other successful feature films, including "What Have I Done To Deserve This?" and "Law of Desire," which won several awards. His most critically acclaimed film to date, however, is his 1989 "Women On The Verge Of A Nervous Breakdown." Not only did it quickly become the most successful Spanish film ever; it was also selected as the official Spanish entry for Best Foreign Film at the 1989 Academy Awards.*

**MANUEL MARIN, 42, is one of the new generation of Spaniards who has seemingly been steeped in the idea of a united Europe all his life.**

**His educational and professional background seem to suggest so, at any rate. Marin has a doctorate in law from the University of Madrid, and Master's diplomas in E.C. law from the University of Nancy, and in Advanced European Studies from the College of Europe in Bruges.**

**With these academic qualifications, Marin began a brilliant political career. A member of the Socialist Party since 1974, he was elected to the Spanish Parliament in 1976. He held several posts in the Congress of Deputies for the Socialists, serving on the Foreign Affairs Committee, acting as vice president of the Confederation of Socialist Parties in the European Community, and as a member of the Joint Committee of the European and Spanish Parliaments prior to Spain's E.C. entry.**

**As state secretary for relations with the E.C. from 1983-85, Marin was one of the chief Spanish negotiators securing Spain's E.C. membership. He must have shown much adeptness in these negotiations, for, in 1986, when the country joined, he became, at age 39, the youngest E.C. Commissioner ever.**

**During his first term, Marin was responsible for social affairs. Like his colleague, Abel Matutes, he was appointed for a second term at the beginning of 1989. Since then, he has been responsible for the E.C.'s development cooperation and fisheries policy.**



**ABEL JUAN MATUTES, 50, is one of Spain's two members of the E.C. Commission.**

Nominated by the Spanish Government for a second term at the beginning of 1989, his current portfolio puts him in charge of the E.C.'s Mediterranean policy, and E.C. relations with Latin America, Asia, and the North-South dialogue.

Born into a traditional shipping family on the Spanish island of Ibiza in 1941, Matutes excelled early. At age 16, he began studies in law and economics at the University of Barcelona. In addition, Matutes was an ardent—and good—soccer player, enabling him to fund his university education with monies received while playing for a top division soccer team in Barcelona.

His election as vice president of the Organization of Tourism Employers of Ibiza and Formentera enabled Matutes to combine his entrepreneurial abilities with his political aspirations. To that end, he was elected mayor of Ibiza in 1971—when he was only 29 years old.

Politically active throughout the 1970s, Matutes became a founding member of Spain's leading conservative party, the Partido Popular, in 1976. He held several major posts within the party and the government until his appointment to the E.C. Commission in 1986, when Spain joined the Community. His job during his first term as Commissioner was to coordinate and promote the E.C.'s small- and medium-sized business policies.

In his current job, given Matutes' experience in tourism and business, he is striving to develop the Mediterranean Basin region—within and outside the Community. He unceasingly voices his concern that the Mediterranean will face hard times unless the region's environment, population explosion, and political and economic problems are dealt with firmly—and quickly.

Matutes has outlined a program aimed at narrowing the widening gap between the E.C. and its 14 non-E.C. Mediterranean neighbors. The program calls for the development of market economies, increased private investment and E.C. financing, and a more regular political and economic dialogue between the countries concerned.

His activity has not been limited to Europe, however. Matutes demonstrated a sense of urgency last month in his call for emergency aid for the Kurdish refugees. Arguing that the western world had not had "to confront such a situation since Cambodia under the Khmer Rouge," Matutes swiftly coordinated a major E.C. aid effort worth over 100 million European Currency Units, about \$125 million, of which more than half has already been spent.



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# CAPITALS

## D I R E C T O R Y

### The Magic of Achill Island

DUBLIN—People who spent holidays on Achill Island on Ireland's west coast as children—as did this correspondent—and those who discover it at a later stage, keep coming back to experience its magic. No single word can really describe the attraction of Achill's (pronounced A-kill) magnificent Atlantic Ocean scenery of cliffs, silvery beaches, mountains, and lakes.

Its small population of about 3,000 is scattered over a dozen villages and settlements. Indeed, today more Achill-born people live in Britain or the United States. Cleveland, Ohio, for example, is known as "little Achill" because so many of the islanders have ended up there. In the summer, many of the emigrants come back to mingle in the island pubs or bars and to try the fishing—although the basking sharks, once so numerous in the sheltered bays, are harder to find these days.

Swimmers, walkers, and climbers are in their element. The three-mile-long beach at Keel village on the south of the island, bounded by the towering Menawn Cliffs at one end and protected from the north by Slievemore Mountain, can resound one day to the booming of the Atlantic breakers and, on another, when the wind has dropped, be a haven for sun worshipers.

My favorite beach is at Keem Bay at the western part of the island, a small crescent of sand at the foot of precipitous mountains. After swim-

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ming, one can laze to watch fishermen on the cliff spotting sharks in the clear azure water for their mates in nearby boats, or climb up to an old lookout post with unforgettable views stretching on a clear day south to Croagh Patrick, Ireland's holy pilgrim mountain on the Mayo coast.

On some days, when the views disappear behind veils of Atlantic mist, the deserted village on the lower slopes of

Slievemore can be an eerie experience glimpsed through the mist. There is no reliable explanation as to why the settlement of about 100 houses, now without roofs, windows, or doors, was abandoned sometime after 1838. The ravages of the Great Famine of the 1840s probably had something to do with it.

Another settlement, known as the Achill Mission, on the north side of the island, was a

cause of much dissension in the 1830s, also years of some famine, when Protestant missionaries were sent from the mainland to win converts among the starving islanders. The Colony, as it became known, expanded quickly to include schools, an orphanage, a hospital, a printing press, and a village with the island's first hotel. That helped start the tourist industry. Today, the solidly built houses and church can still be visited, but the sectarian strife they once aroused has long disappeared.

The archaeologically minded should visit the remains of Stone Age dwellings and tombs, although a more exciting day can be spent hiring a boat and exploring the seal caves near Dugort village.

By car, one can follow the twists and occasional hairpin bends of the Atlantic Drive, and ascend to the top of the Menawn cliffs to the television mast that brings the outside world to Achill. Hang glider enthusiasts come from all over Europe to soar off the cliffs to the valley below and surfers compete in the breakers of Keel strand.

Getting to Achill has been easy since a bridge was built to span the narrow sound separating the island from the mainland. For those without cars, there is a daily bus service from Westport 30 miles away that is linked by train to Dublin. A car or bicycle are necessary to explore the island. There are hotels at Achill Sound, Keel, and Dugort villages, as well as less expensive bed and breakfast ac-

Ireland's Achill Island is for those who like to walk, climb cliffs—or just laze on silvery beaches.



commodations all over the island. Fresh fish figures on the menus of all the local restaurants, and Irish music and dancing can be found in some pubs in the evenings; the island's one cinema, however, closed down 30 years ago.

Achill is not for those who like their holidays fully organized. It offers another way of life and the kind of scenery that has attracted some of Ireland's best painters, as well as the American artist, Robert Henri. Another inhabitant was the unpopular landlord, Captain Boycott, whose hunting lodge turns into a hotel from time to time. Today's visitor is assured of a warmer welcome from islanders than the captain got.

—JOE CARROLL

### The Good Life is in Parma

ROME—The city of Parma is famous for many reasons. It is the birthplace of Giuseppe Verdi and home of the Teatro Regio, which many Italian music lovers consider more sacred than even the Scala in Milan; the typographer Giambattista Bodoni invented the typeface that bears his name in Parma; one of the world's most famous glassworks has been run by the Bormioli family. Gastronomically, Parma is renowned as the home of Parmesan cheese, prosciutto, and tortellini.

But all this alone does not justify Parma's fame. Many other cities in Italy can boast of similar achievements, and undoubtedly enjoy more international renown as tourist attractions. What makes Parma unique is its quality of life. This is not only the opinion of this journalist (who, it might be added, is *not* from Parma), but also of others: A survey conducted by the daily newspaper *La Repubblica* among its Milanese readers—people traditionally accustomed to the good life—found that most of them chose Parma as the city in which they would like to live.



The composer Verdi inspired Parma's love for music. The city's Teatro Regio has launched the careers of many aspiring opera singers.

Why? Because in this small city, a few hours' drive from Milan, the elegant streets and alleys and the Neoclassic beauty of its palaces, theaters, and churches combine to create a unique atmosphere.

A quick tour of the city's important works of art (Antonio Correggio and Girolamo Parmigianino were the most famous pupils of the great School of Parma) helps the visitor to understand the city. These works include the Baptistery, a majestic Roman building in pink marble that art books cite as one of the most important in Italy; the Cathedral, which houses Correggio's famous murals; and the Palazzo della Pilotta, commissioned by the Farnese princes between the 16th and 17th centuries, that houses the Farnese Theater, unique in the world because it is made entirely of inlaid wood.

Parma's more recent splendid history, strongly influenced by French *grandeur*, has also left its mark on the town. At the beginning of the 19th century, the Empress Marie-Louise

of Austria, second wife of Napoleon, received the Grand Duchy of Parma from the reigning head of Europe in exchange for losing her throne back in Austria.

As one wanders through the streets of Parma, one can gaze at many kinds of beauty. Besides the historic, artistic, and architectural masterpieces, window displays are considered some of the most elegant in Italy and Parma's women among Italy's most beautiful and best-dressed.

Thanks to Verdi, music is king in Parma. Besides Verdi, however, whose portrait hangs in almost every café and bar, other music greats also hail from Parma: Arturo Toscanini, Ildebrando Pizzetti, Renata Tebaldi, and Carlo Bergonzi. The passion for lyrical music also means that an artist's performances at the city's Teatro Regio can make or break his or her career, for this is where the true connoisseurs are seated.

But all this is merely a visual and audible backdrop to the

general atmosphere one breathes in this city. While the scent of violet perfume—another typical and expensive Parma product—may no longer waft in the air, one can now appreciate life by sitting at a small table at one of the cafés in the vast central Piazza Garibaldi, adorned with the 17th-century Palazzo Comunale and the 18th-century Palazzo del Governo. As one watches people go by, it is easy to understand why Henri Stendhal, who lived here for several years, made this the location of his famous novel, *The Charterhouse of Parma*.

—NICCOLÒ D'AQUINO

### Far From the Madding Crowd

BRUSSELS—About 125 miles southeast of Brussels, you will find Belgium's Eastern Cantons—a land of pine forests, pastures, and small villages. In a country dominated by Dutch- and French-speakers, this is where about 85,000 people speak German, Belgium's "minority" language. Although they speak German, buy German, and watch German, they would never swap their Belgian passport for anything else.

A friend of mine, a real New Yorker, loves the place. When he visited us a few years ago, we made big plans to show him the medieval streets of Bruges and Brussels' Grand'Place, and to let him sample a variety of Belgian food. I realized much later that the weekend we spent in the Eastern Cantons was the most vivid memory he took back to New York.

There is nothing exotic about the Eastern Cantons, like dramatic landscapes, amusement parks, movie theaters, or even big hotels. Instead, the region offers the simple pleasures of peaceful hamlets, walking paths and bicycle rides along well-kept forest trails through gently rolling hills and valleys,

and, in winter, cross-country skiing.

Largely ignored by most Belgians, who prefer the wind and waves of their sea coast, the Eastern Cantons have only recently been rediscovered by nature lovers, Dutch tourists, and families seeking less expensive housing than the large cities offer. Most vacationers can rent houses for slightly over \$40 a day. Since these houses are usually divided into two and shared with the owners, the chances are good that the heating system works well and that you won't spend your holiday fixing leaks. Furnishings are usually practical, but outdated.

Hotels are also good, although scarce in number. They offer the standards associated with hotels across the border in Germany: efficiency, cleanliness, and copious portions of food.

The Eastern Cantons were annexed to Germany in 1940. Fierce battles between U.S. troops and 250,000 German soldiers were fought in the region during the "von Rundstedt offensive" between December 1944 and January 1945. Apart from the vivid memories of American tanks rolling down village streets, few signs of the huge conflict remain today—except for the newness of the Eastern Cantons' main towns, which were nearly completely destroyed during both World Wars.

Those interested in the region's pre-war history and architecture should drive along the roads pointed out by the local tourist authorities. They run alongside hamlets and valleys, follow rivers, and stop at churches and castles. In Wiesenbach, for example, one must see the ancient St. Barthélemy chapel, surrounded by a poetic cemetery and majestic lime trees. Also typical of the Eastern Cantons' landscape are the hornbeam hedges that protect houses against winds during the winter.

The cozy town of Malmédy,

which managed to preserve its city center despite heavy allied bombings during World War II, boasts centuries-old half-timbered houses, a cathedral, and charming streets. The local cuisine is also worth mentioning. If you enter a bakery and ask for a *baiser*, you will not get a kiss from the baker, but a delicious meringue pastry.

Malmédy's carnival celebrations in February are especially worth seeing. The festivities last four days, at the end of which a giant named "La Haguète" is burned in a huge fire symbolizing the end of the carnival season. This tradition dates back to the 15th century.

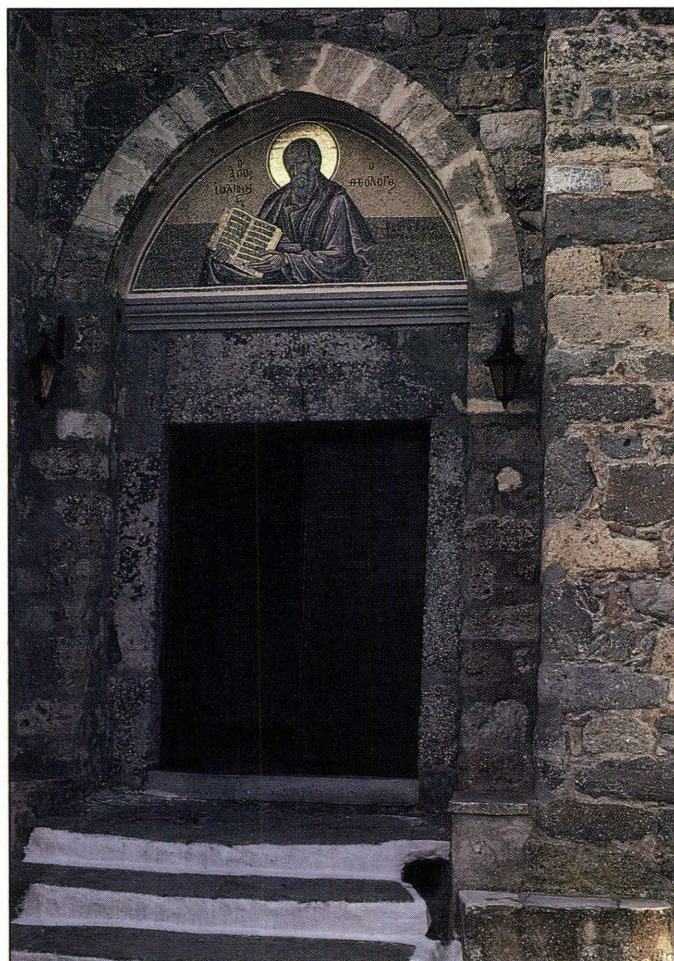
Those who enjoy hiking should not miss Les Fagnes, Belgium's largest national park. Although small by U.S. standards (600 square kilometers, about 375 square miles), it offers a romantic variety of wind-swept barrens, peat bogs, and *pingos*, a sort of water reservoir that some experts maintain was formed during the last Ice Age. The best starting point for all walks in Les Fagnes is the nature center at Batränge, which sells books and maps on the region. You can also order one of Belgium's many renowned beers there and warm your feet next to the fireplace.

For further information, contact the Office du Tourisme des Cantons de l'Est, Mühlenbachstrasse 2, 4780 St. Vith, Belgium. Tel.: (011-32-80) 22 76 64.

—CHRISTOPHE LAMFALUSSY

### In Search of the Real Greece

ATHENS—Old Greek hands tend to speak nostalgically about "the real Greece," as if this were something only to be found in remote and isolated communities that, in their less encumbered years, they discovered through hard hiking or bumpy bus rides up dirt roads. In fact, you can come upon the real Greece—in the sense of



St. John reputedly wrote the Book of Revelation on Patmos, an island that seems as tranquil now as when he received his inspiration.

what makes the place distinctively Greek—as easily in the heart of Athens as in the mountain villages of Crete.

It is equally easy, however, to miss the real Greece if you visit the country at the height of the tourist season and go only where the crowds go. That packaged environment of discotheques, hamburger joints, and draft beer, all loudly announced in neon, is decidedly *not* the real Greece. So, rather than a single paradise island, here is a handful of locations that have offered this writer the essence of "Greekness" in the last couple of years.

Take Athens, for a start. Drop in for a late lunch of spicy sausages, meatballs, and octopus at "Apostos," cavernous in the depths of its arcade off Panepistimiou Street, 100 yards from Constitution Square. Hung all around with faded pre-war advertisements, Apostos is an institution, neither bar nor res-

taurant but a bit of both, where the next table might be occupied either by a cabinet minister or by the bank clerk who just cashed your traveler's checks.

For coffee, a 10-minute walk up the hill takes you to the Daxameni, a paved space over a water reservoir, where lovers whisper on benches and au pair girls bring toddlers to play. Tables and chairs cascade down a tree-lined slope in one corner, and you can watch the day in a haven undisturbed by the noisy Athenian traffic.

But you won't spend your entire holiday in the capital. Near Athens—and to be visited before it becomes a fully developed resort—the Vouliagmeni Lake, joined to the Gulf of Corinth by a narrow man-made channel, offers good swimming, and is safe for small children. Site of a 6th-century B.C. Temple of Hera, the lake also boasts several excellent fish



taverns, and foreigners are scarcely seen there, even in mid-summer.

Greece is, of course, famous for its sunny islands and beautiful beaches. One island that has resisted mass tourism is Patmos, the northernmost island in the Dodecanese group. Dominated by the craggy fortifications of the 900-year-old Monastery of St. John the Divine, the Book of Revelation was reputedly written there, and you can visit the tiny grotto—now a chapel—in which St. John received his inspiration. A wealth of Byzantine frescoes and other church treasures are in the monastery itself.

If you want to swim, join the passengers on a small boat for the one-hour ride from the monastery to Psili Ammos (which literally means “fine sand”) in the Bay of Stavros at the southern tip of the island. Backing on a typical landscape of stone and scrub, this is one of the best beaches in the Aegean, and you can wear as little as you like.

Finally, Greece is mountains and forest as well as sea and sand. To explore the dramatic landscape of western Macedonia, an ideal base off the beaten track is Florina, close to the Yugoslav border and straddling the narrow Sakoulevas River, a torrent of melted snow in the spring. A fine modern hotel overlooks the town, but only after an evening meal washed down with robust red Amyndaion wine at “Vakis’ Tavern” will you know that you are in the real Greece.

—PETER THOMPSON

## Portuguese Provinces

LISBON—My favorite holidays in Portugal have been spent on the move, either along the broiling brown rolling terrain of the southern Alentejo province or in the cooler English-country-garden clime of the northern Minho province.

If your tastes are nomadic and you’re able to face some well-below-standard roads and often inexplicably poor local driving habits, motoring around these most striking Portuguese provinces can be a rewarding holiday of unforgettable and undiscovered sights, sounds, and ambiance.

For my tastes, the Alentejo trip should be scheduled in mid-summer. At that time of year, however, you must be prepared for baking temperatures. In the heat of the day, in fact, you might want to take advantage of the public swimming pools scattered around many of the medium-sized towns.

Alentejo is Portugal’s largest province, extending from the coast south of Lisbon to the eastern Spanish border. Its vast corky oak and olive tree plantations are intermingled with softly curving, starkly barren hills that an English artist friend once described as “carpeted in myriad brown-mixed shades.”

Routes taken should be off the beaten track, except one or two excursions to the more deserving and famous places in the region—the museum city of Evora, or the fortified towns of Elvas and Estremoz (whose *pousada*—or inn—has a justifiably famous restaurant).

Plotting a Roman tour through the area can be fascinating. Travel down to the Roman ruins at Mirobriga and Santiago de Cacem. There, if you’re lucky, you might find Chloe MacMillan in residence in her converted windmill. In fine paintings, she has recorded some of the best of Portuguese civil architecture and thousands of examples of endangered Roman mosaics and sites. Follow her advice and drive on to Mértola—one of the most important Roman strongholds in the region—and Pisos, home of some of the finest mosaic sites in the peninsula.

The beaches along this coast are unspoiled, largely deserted, delights, but tourism developers are eyeing them greedily.

The massive Santa Clara dam, a little-used water sports paradise, is a welcome summer oasis.

A trip through the far northern Minho province is a completely different experience.

The best time for visiting is spring, when the garden nature of this extraordinary verdant region is at its best. Again, the best sights are off the beaten track, and there is wonderful scenery around almost every corner. Minho is also but a short step from the 72,000-hectare, horseshoe-shaped national park of Peneda-Geres, which boasts rich protected archaeological sites, flora, and fauna. Unfortunately, two summers of devastating fires have damaged the heavily wooded reserve.

Travel in Portugal has become even more attractive since rural, historic, and estate home tourism has opened up some of Portugal’s loveliest and most stately traditional residences to private visitors.

Many of the best examples are dotted around the Minho province—notably Ponte de Lima—and neighboring provinces. National tourist offices have brochures locating these “bed and breakfast” stops, which all offer limited but unique accommodation that often includes meals with the family.

—KEN POTTINGER

## Small is Beautiful

LUXEMBOURG—Confining yourself to just one holiday spot in a country as small as Luxembourg seems a bit wasteful, particularly when the country is so incredibly diverse. Instead, you should try to take it all in, and do a “Grand Tour” of the Grand Duchy, making sure you hit the following highlights.

Start in the north, in the medieval town of Clervaux with its 12th-century castle surrounded by pine forests, steep hills, and romantic winding paths. If you

like camping out, you’ll delight in the deluxe camping facilities, which come complete with heated swimming pool. If, however, you do not want to rough it, hotels and first-class restaurants also abound.

Next, head south for Wiltz, the capital of the Luxembourg Ardennes, where you will again find two campgrounds, plenty of hotels, and a youth hostel. If you are traveling in July, you will be able to enjoy the European Music and Theater Festival as well as the museum and the castle, which dates from 1502. Alternatively, you can just walk from “downtown” to “uptown” Wiltz, which is like scaling a 500-foot cliff.

Travel on to another medieval city, Vianden, in the valley of the Our River. The magnificent chateau, which belonged to the Dukes of Vianden, is complete with ramparts and moat. If you like to walk, you can take your pick from about 100 kilometers (roughly 60 miles) of well-signposted walking tours that start near the city center. Or you can take the chair lift for a stunning view of the countryside.

Further south, in Diekirch, you can stroll for miles along the Sure River. World War II buffs will delight in the museum there, and beer addicts will enjoy the local brewery. Everyone will undoubtedly treasure the warm welcome of the many local cafés.

From Diekirch, drive south to Berdorf for some amazing scenery. Around 70 kilometers (44 miles) of well-kept footpaths wind through huge rock formations, grottoes, and caves. If you walk far enough toward the German border, you will reach Echternach, an historic town well worth visiting. It has a 70-acre man-made lake and plenty of sports facilities.

If you are looking for a different sort of atmosphere, head for the nearby town of Beaufort with its 15th-century castle—still complete with torture chamber!

No tour would be complete without a visit to the capital, Luxembourg City. Driving in the city can be a nightmare, so abandon your car as soon as possible and wander on foot through the narrow winding streets in the center of town. A brisk walk along the ramparts surrounding the ancient fort, which overlooks the deep gorge cut by the Pétrusse River, is highly recommended.

From the capital, head south to Mondorf-les-Bains, Luxembourg's only spa. Indoor and outdoor thermal baths and swimming pools, steam rooms, and special treatments should help you unwind. At night, the casino can help you while away the hours.

At the end of the Grand Tour, you will only have covered about 70 miles, but will feel as though you have traveled through many centuries and foreign lands.

—DENISE CLAVELOUX

## Something for Everyone

AMSTERDAM—The Netherlands is one of the E.C.'s smallest, and the world's most densely populated, countries. It may be flat, but it is very picturesque. It is the land of flowers and of innumerable canals and rivers, all topped with a luminous sky that inspired the old Dutch Masters, whose works fill the country's many museums.

Flowers have made the Netherlands world-famous. The Keukenhof flower park is the largest "garden" in the world, covering more than 69 acres with up to seven million tulip bulbs and other flowers planted there each year. The bulb show runs through May 20, and more than a million visitors are expected.

The world's largest and most modern flower auction takes place at Aalsmeer. There, flowers originating not only in the Netherlands but in far-flung

countries like Thailand, Israel, France, and Africa, are traded.

For the sporty tourist, the Netherlands is a paradise. It is the land of bicycles: There are about 12 million bicycles for 15 million Dutch men and women, and an excellent system of clearly marked cycle routes runs alongside most major roads. Brochures give detailed information on cycling holidays and the most attractive and interesting routes.

Golf is a popular sport. Eleven excellent golf courses are open to all. If you are interested in playing while visiting the Netherlands, contact the Netherlands Golf Federation in Hilversum (Tel.: 011-31-35-830 565). Tennis buffs can also find courts in nearly every town and at the hotels and bungalow parks.

Bordering on the North Sea, the Netherlands has always been inseparably tied to water. In prehistoric times, the country was a delta of the Rhine, Meuse, and Scheldt Rivers. Their constantly changing water levels, as well as the winds and tides, have produced a landscape with very deep sea arms and a ragged coastline.

Today, that landscape offers endless possibilities for water sports enthusiasts. They can canoe or sail on large lakes, shallow marshes, streams, rivers, and coastal waters. It is also very easy to rent a row, sail, or fishing boat, and those who want to learn how to sail can enroll in one of the numerous sailing schools. Swimmers can enjoy beaches stretching for some 280 kilometers (175 miles). Due to the strong and unpredictable currents, windsurfers are advised to stay close to the beach.

Last, but certainly not least, the Netherlands is "museum land." No other country in the world can boast so many museums—over 600—in such a small area. A must is Amsterdam's Rijksmuseum, which displays the works of 16th- to 19th-century old Dutch Mas-

ters. From December 1991 to March 1992, it will show a special exhibit of paintings and drawings by Rembrandt van Rijn and his pupils.

One should also not miss Amsterdam's Vincent van Gogh Museum with its 200 paintings and 500 drawings by van Gogh and contemporaries. The Jewish Historical Museum, which houses paintings, objects, and documents relating to the history of the Jewish community in Amsterdam, and the Museum of International Paintings, which displays paintings from 1850 to the present, are also well worth visiting.

Haarlem boasts the Frans Hals Museum, which features a large collection of the great Master's paintings. In The Hague, you must not miss the Mauritshuis National Gallery's precious collection of Jan Vermeer's and Rembrandt's works. And the Kröller-Müller Museum in the attractive wooded area known as the Veluwe, also houses works by van Gogh and contemporaries. On your way there, you should stop in Utrecht, one of the oldest Dutch cities.

If you like the performing arts, attend the June Holland Festival. This annual event features international theater, music, and dance performances. The program includes concerts by Amsterdam's Concertgebouw Orchestra, which ranks among the world's 10 best orchestras, and the Netherlands Dance Theater, one of the world's most famous ballet companies.

Some practical hints: Overnight accommodation is no problem; everything from luxury hotels to youth hostels, and from family guest houses to a camping farm is available. Visitors are advised to book in advance through the Netherlands Reservation Center (NRC), which keeps computer listings of all Dutch hotels. The service is free and its staff speaks English. (Tel.: 011-31-70-320 25 00; Fax: 011-31-70-320 36 11.)

Finally, a word of warning to car drivers: Speed limits are strictly controlled, so stick to posted limits if you want to avoid a fine.

—NEL SLIS

## Old-World Isle of Wight

LONDON—When I was a child growing up in the 1950s, I thought our family was definitely going up in the world when my father announced one year that we would spend our annual vacation on the Isle of Wight.

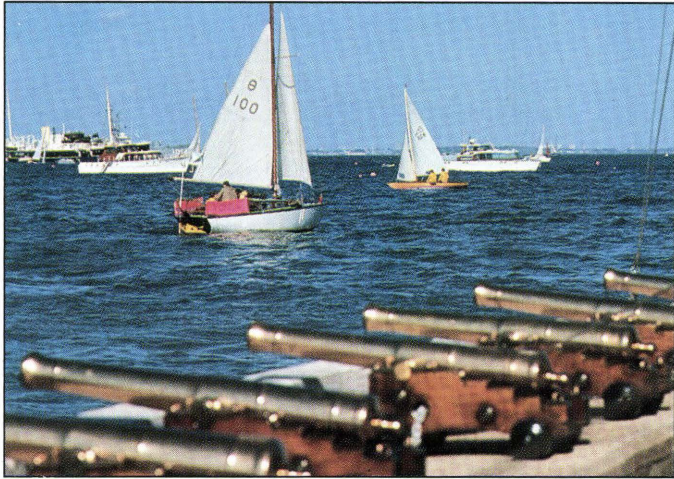
We were all poorer then and, like millions of others, we would usually get off the train at seaside resorts like Brighton, Hastings, or Torquay, for a two-week stay in a Mrs. Thing's guesthouse or a holiday camp for what became known as a "bucket-and-spade" vacation.

The prospect of a trip to the Isle of Wight was particularly exotic because it involved crossing water on a ferry. "Abroad" was unknown to us. This was the next best thing.

By the 1960s, rising incomes allowed most people to have cars and they no longer wanted to stay in one place for two or three weeks. Touring holidays became fashionable. More than this, the package tour had arrived, and everyone traveled to the Spanish Costa del Sol for guaranteed sun.

As a result, many British seaside resorts went into decline. Some, like Brighton and Bournemouth, invested in what the tourism business calls "new products." They developed conference facilities and extended their seasons with all-weather facilities, such as covered swimming pools, to encourage weekend breaks and cash in on the growing number of people taking a short second holiday.

The Isle of Wight is not yet one of the more imaginative resorts, and the stretch of water that once lent it such glamour now works to its disadvantage:



At the turn of the century, royal yacht races would take place off Cowes (above) on the Isle of Wight every summer.

Why bother loading a car on to a ferry for a short break to the Isle of Wight, when you could just as easily go "abroad" to France? The island now has a 1960s-type tourist industry, whose tourist season is confined to the summer.

It is partly my love of time warps that led me recently to spend a short winter holiday there. To arrive at the town of Ryde is to be transported back 30 years. Little seems to have changed, and although this can be seen as sad, the lack of development also means the island has not been spoiled.

Beyond the ferry port at Ryde are empty roads, rolling green countryside, lovely Victorian buildings, and a south shore that is stunning in its sweep, with pretty towns like Niton, Bonchurch, and Ventnor cut into the cliffs.

It is a little like going to the cinema in the afternoon. You have it all to yourself, apart from a few pensioners, and feel you have stolen a march on the crowds who will have to line up for the evening show. Nostalgia and the lack of crowds apart, however, there are other reasons for choosing the Isle of Wight.

Although facilities have not been upgraded as much as some would wish, there are exceptions. A number of country house hotels have sprung up. They, like the "Lawyers Rest" in St. Lawrence and the "Bonchurch Manor" in

Bonchurch, offer excellent furnished rooms with gourmet meals at very reasonable prices.

Because we traveled with our children, we decided to stay at the "Clifftops Hotel" in Shanklin, which has an all-weather swimming pool and a health club. After the children had tired of the swimming pool, we walked along the beach to Sandown, a roughly one-hour walk of about two miles. We saw no one else.

On Day Two, we drove along the beautiful and sparsely populated western half of the island, visiting Ventnor with its houses clinging to the cliffs and parked cars listing toward the sea. We went to Freshwater, where Alfred Tennyson lived on and off for 40 years, and on to Yarmouth with its lovely harbor and fine stone buildings, where we had cream tea in one of the innumerable tea shops. We ended up back in Ryde by way of Carisbrooke Castle, where Charles I was imprisoned before losing his head.

For all but him, the Isle of Wight offers a relaxing break for those who like to vacation with few people around them and to go back home full of memories.

—STEWART DALBY

## Historic South Jutland

COPENHAGEN—There's Tivoli, in the heart of Copenhagen; the Royal Palace and Nyhavn, the tiny old harbor with its many sailing ships; and the Castle Tour of nearby picturesque North Zealand, including Elsinore of *Hamlet* fame. This is the standard itinerary for most visitors to Denmark.

Few venture outside the greater Copenhagen area, and most of those who do are tempted by the island of Funen, with its city of Odense, birthplace and home of Hans Christian Andersen. This is a pity, because Denmark has a lot more to offer, all within a maximum 45 minutes' flying time of Copenhagen, or a drive of four to five hours on excellent highways and secondary roads. Jutland's three airports—Esbjerg, Vojens, and Soenderborg—and trains also provide numerous daily connections to and from Copenhagen.

For those looking for a unique combination of nature and history and the absence of globetrotters, South Jutland is the place to go. Within this very small region, not much more than 3,600 square miles, the traveler will find dramatic contrasts in nature, and more than 1,000 years of history.

Off the west coast, from the German border to the fishing port of Esbjerg, lies a shallow seascape called the Vadehavet, literally the wading sea. It is so named because, at low tide, one can walk over most of the area in shallow water, although treacherous abysses make it advisable not to do so. At high tide, one needs a boat. From time to time, floods test the dikes and inundate Esbjerg's harbor.

Continuing south along the coast, this seascape is not only a unique and very beautiful part of Western Europe. It is also a national park, sanctuary to millions of migrating birds and home to thousands of seals. The islands of Roemoe and

Fanoe, linked to the mainland by causeway and ferry, respectively, offer miles of beaches half a mile wide. The third, and smaller, island of Mandoe, has no beach, but offers a rustic peace secured by the fact that one can only get there by tractor at low tide.

In the midst of Mandoe is the old Viking trading port of Ribe, where one of the first three Christian churches in Scandinavia was built in 862 A.D. by Ansgar, Archbishop of Hamburg, later known as the Apostle of the Nordic Countries. The present cathedral was completed in 1224, with a 150-foot tower that also served as part of the town's military defense. Today, one can undertake the long ascent to the top of the tower and be rewarded with a spectacular view of the town and the sea.

More than 100 perfectly preserved town houses from the 16th and 17th centuries surround the cathedral. Some have been turned into museums, but most are still regular city dwellings. The town lost its trade in the 17th century when the larger sailing ships could no longer navigate the shallow waters outside—and within—the port, upstream a little river. The maritime traditions were preserved, especially on the off-shore islands, which, until this century, were the homes of captains and crews of many large sailing ships trading world-wide.

The east coast of South Jutland is less than an hour's drive from Ribe. But the landscape is totally different, with gently rolling hills, fjords, and beech forests. The cathedral in the town of Haderslev dates back to the 12th century and archaeological sites abound in the vicinity.

The more recent history is visible at Dybboel, a small village near the present border, where ramparts from 1864 have been preserved as a memory of the battle that made South Jutland German from 1864–1920.

Few other places in Europe will provide you with such a concentration of 1,000 years of history as South Jutland.

—LEIF BECK FALLESEN

## The Land of Fairy Tales

BERLIN—Rhine, Main, Moselle: These rivers, known for their romantic surroundings and excellent wine, are on the itinerary of most travelers to Germany. But what about the Werra, Fulda, and Weser Rivers? Tucked away in the southeastern part of Lower Saxony, once only miles away from the intra-German border, this part of Germany really does seem very much off the beaten track for most American visitors.

The region may not offer wine, but, instead, is known for its *Weserbarock*—a multitude of baroque castles along the Weser River; quaint small towns nestled between gently rolling hills; and a fairy tale atmosphere and backdrop. This combination makes it, for this correspondent at least, one of the most attractive parts of Germany.

A trip through this part of the country is easy. If arriving in Germany by plane, you can either rent a car, or take the efficient Inter-City trains, from Frankfurt to Göttingen, where you should start your trip. An old academic center, Göttingen's university is still famous today, and the ghosts of many great German thinkers continue to roam the town, as evidenced by the plaques on many old buildings recording their stay there.

The old city center's architecture is dominated by half-timbered houses that seem dangerously off-balance, but are, in fact, very sturdy. Mostly closed off to cars, the streets in the center are a treat, leading from one crooked house to the next, and illustrating the bourgeois wealth of the town then as today.

The Weender Strasse, Göttingen's main shopping street, is also a meeting place for every *Göttinger*—from student to pensioner. If you need a rest, take it at "Cron & Lanz," famous for its fine pastries and *Torten*. The café is a social microcosm, where you can spend hours just watching people.

On to Münden, a medieval gem, about 35 kilometers (22 miles) southwest of Göttingen. This is one of the few German towns to have successfully preserved its medieval character, consisting of many crooked half-timbered houses, and a wall that surrounds the whole town. It is accessible only via an old stone bridge. The 18th-century German historian and geographer Alexander von Humboldt was so impressed with Münden

that he called it one of *his* eight wonders of the world.

One can spend an entire afternoon walking the many small streets and admiring the old houses painted in vibrant colors. Münden is strategically and neatly situated between the Werra and Fulda Rivers. In Münden, they join to form the Weser River, which runs into the North Sea at Bremerhaven. As you would expect anywhere in Germany, the town boasts innumerable small cafés; sipping on coffee and nibbling on cake near the old market square is a deserved treat after much walking about.

From Münden, one should continue northwest along the Weser and through many of the small towns dotted along it. They may not all offer spec-

tacular tourist attractions, but are "quaint" in the way that one likes to imagine small German towns, and offer beautiful glimpses of the river and the castles built along it.

If you enjoyed the film "The Adventures of Baron Münchhausen," you should stop in Bodenwerder, home of the extraordinary 18th-century baron, famous for his incredible adventure stories. The town has dedicated a museum to him, illustrating his real-life pursuits and displaying mementos and books of his stories collected from around the world. If you need a rest, stop at one of the many restaurants on the Weser.

Hamelin is not far, and is possibly the most glorious example of the Weser Renaissance. Most of its buildings in the city center are wonderfully crooked and beautifully preserved. Since Hamelin is known to most through the story of the Pied Piper, it is not surprising to find reminders of the story everywhere. An unusual souvenir from the city—which will definitely not break in your luggage on the flight home—is a small, hard sourdough rat, sold in almost every bakery. They are much prettier than the real thing.

As you may have noticed, this part of Germany appears very much influenced by fairy tales—which is not entirely coincidental. The Grimm brothers lived in Göttingen for some time, and from there explored the surrounding country to record the legends and stories ordinary folk told them—and handed down to us as the Grimm Fairy Tales. Hansel and Gretel were probably lured into forests somewhere here, and Fodor's records Sleeping Beauty's castle as being located in Sababurg, west of Göttingen.

Whatever the history of the area, even in the late 20th century, it is like taking a trip back in time—with all the modern conveniences.

—ANKE MIDDELMANN

**Munden is one of the few towns in Germany to have preserved its medieval character. It is renowned for its half-timbered architecture.**



## Toulouse: Pretty in Pink

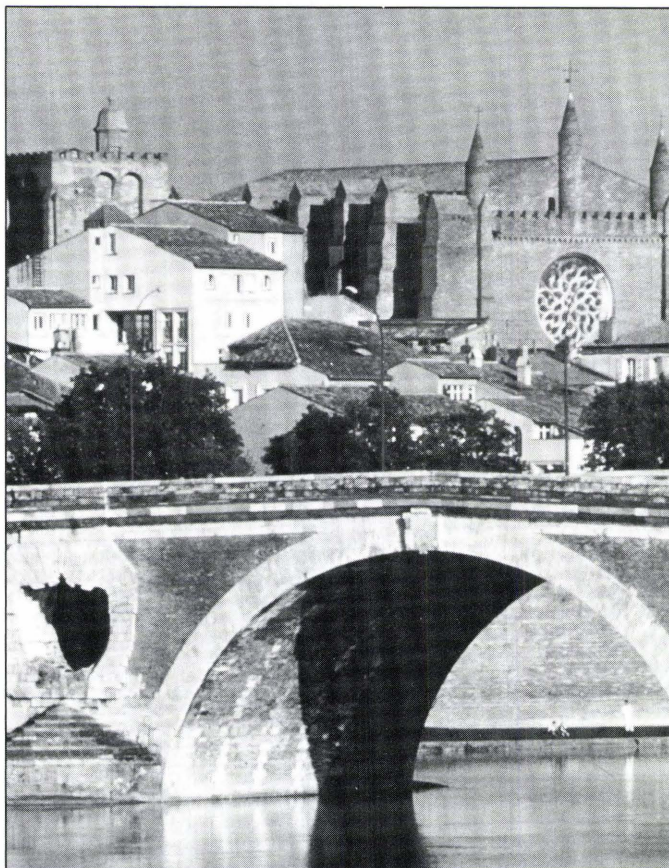
PARIS—Halfway between the Mediterranean Sea and the Atlantic Ocean, in the heart of southwestern France, lies the city of Toulouse. It is almost paradisaical: The hot sun of the Midi-Pyrenees region glows on the pink brick of its façades and church spires; and the Garonne River curves through it on one side while the Canal du Midi wanders lazily through it on the other.

Past and present live in rare harmony in Toulouse. The city was first settled by a Celtic tribe in the 4th century B.C., and, over the centuries, has become France's second-biggest academic center after Paris. The oldest of Toulouse's three universities was founded in 1229. Today, Toulouse is an international leader in aerospace research, electronics, data processing, and biotechnology, and the home of both the Airbus and the Concorde. Its growth rate—12.4 percent a year—makes Toulouse the fastest expanding city in all of France.

Although the city's narrow, winding streets are made for leisurely strolls on foot, Toulouse has a higher car-to-people ratio than any other town in France, and is in the process of building a Metro, due to start running in 1993. Despite traffic snarls, the pace of life is relaxed and southern.

Toulouse's great charm lies in the unique way in which it has preserved the old while forging ahead with the new. The 12th century is still magnificently present today in the shape of the 360-foot-long brick-and-stone Basilica of Saint-Sernin, the largest and most splendid Roman church in France. It is named after Saint Saturnin or Sernin, who introduced Christianity to Toulouse in the 3rd century A.D. He got little thanks from the inhabitants, who tied him to a bull and flayed him alive by dragging him through the streets.

On the spot where the rope



Toulouse, strategically located in the Midi-Pyrenees region along the Garonne River, boasts a millennium of history.

attaching him to the bull broke now stands the Notre-Dame du Taur church (Our Lady of the Bull), built in the 15th and 16th centuries. Its belfry is as typically Toulousain, if not as spectacular, as the ornate five-story octagonal bell tower of Saint-Sernin with its miter-shaped arches. At the end of the same street, the Rue du Taur, is the Capitole, an 18th-century palace. Once the assembly hall of the municipal magistrates, it now houses Toulouse's City Hall and is home of its excellent symphony orchestra. Just behind the Capitole, the Donjon, or keep, houses the tourist office.

All this is just one city block in Toulouse—one block with three historic buildings spanning six centuries. Other streets offer similar trips through time: churches, like the 12th-century Saint-Pierre des Cuisines (Saint-Peter of the Kitchens), the oldest church in southwestern France, or the 13th–14th-century Jacobean Church and Cloister, famed for

its palm leaf-ribbed vaulting.

Toulouse also boasts many museums, ranging from the 19th-century Musée des Augustins, a former convent with Roman and Gothic sculptures, and religious paintings from the 14th to the 18th century, to the Paul Dupuy Museum, which specializes in applied arts from the Middle Ages onward and has a particularly fascinating collection of watches, clocks, and automata. Archaeology buffs will find their fill of antique busts at the Saint-Raymond Museum, and those interested in Egyptian antiquities have only to visit the Musée George Labit. In short, in Toulouse you can choose your century at will.

The present is alive and people are well-fed. The local specialties are duck or goose in a variety of luscious incarnations; in *foie gras*, in *confits* (duck or goose preserved in its own cooking fat), in *cassoulet* (a slow-simmered white bean stew laced with pieces of duck or goose and farm sausage).

Rocquefort cheese is aged in caves to the east of Toulouse; truffles are rooted out to the north. Area wines range from the light, white Gaillac to the red and gutsy Cahors and Madiran. To round off the meal, there is prune or walnut brandy, and Armagnac.

Violets are one of the region's special delights. They perfume the air with their fugitive scent and are distilled or crystallized into more lasting form. At Toulouse's train station, a stand sells violet perfume, candies, and lollipops, appropriate souvenirs for the city that is "pink at dawn, red at noon, mauve at twilight"—and beautiful in any light.

—ESTER LAUSHWAY

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# E.C. NEWS

## U.S.-E.C. AFFAIRS

### DELORS, SANTER, BUSH MEET FOR FIRST TRANS-ATLANTIC TALKS

President George Bush, E.C. Commission President Jacques Delors, and Luxembourg Prime Minister Jacques Santer met in Washington on April 11 for the first time under the auspices of the 1990 Trans-Atlantic Declaration to promote U.S.-E.C. economic and political cooperation.

The meetings were dominated by discussions on the plight of Kurdish refugees. The leaders talked at length about the British proposal of creating "safe havens" for the refugees, a plan that the Twelve had ratified a few days before Santer's and Delors' arrival in Washington.

The leaders also discussed at length the question of peace in the Middle East. The E.C. has shown a united front on the issue of the region's future, and Delors and Santer urged the Bush Administration to include the E.C. in any international Middle East peace conference, noting that its historical, cultural, and economic ties to the region would make it an important



Meeting for the first time since the Trans-Atlantic Declaration was signed in 1990, the leaders agreed that discussions had been "fruitful, fair, and frank."

negotiating party.

The leaders also voiced their concern over the unstable political situation in the Soviet Union and Eastern Europe. The E.C. made the point that it had so far contributed more financial support than anyone else to the region and that it hoped to see greater involvement by other well-endowed nations. Delors reconfirmed E.C. plans to send food aid to the Soviet Union—provided it reaches those who need it most.

On the trade front, the leaders looked at the slow conclusion of the GATT Uruguay Round of trade negotiations. Delors commented that the two sides had gained "a better understanding of each other's negotiating positions,"

but that much progress still needed to be made in several areas, including, apart from agriculture, intellectual property, market access, and textiles. Santer added that he was sure that the E.C. would soon come to a workable agreement on the farm subsidies issue, necessary to finalize the talks.

The two European leaders agreed that the meeting had been "very fertile," and that concerns had been submitted by both sides "with considerable fairness" and had been discussed "with utmost frankness."

## FOREIGN AFFAIRS

### E.C. URGES PARTICIPATION IN MIDDLE EAST PEACE CONFERENCE

Secretary of State James Baker met with E.C. Foreign Ministers in Luxembourg last month to discuss the possibilities of a future Middle Eastern peace process, and what role the E.C. might play in it.

Baker assured the Foreign Ministers that he would like to see the E.C. "associated" with the peace process, but did not outline the extent of European participation. He stated only that he "liked to have as many possibilities as possible since [he] had to try to bring the parties together."

Israel has stated that it wants the E.C. to have only observer status at any peace talks. It has long been concerned over the E.C.'s contacts with the Palestine Liberation Organization. One E.C. aide, however, noted that [the E.C.] would have to live with the peace, and wants to be part of the creation of it," adding that it firmly believed that "the more international the conference, the better its chances."

EUROPEAN COMMUNITY/SANDI ALJMAN

## ENVIRONMENT

### "GREEN" TAXES TO REDUCE POLLUTION

In an effort to meet the requirements of the single market and prevent further pollution, the E.C. Commission recently proposed harmonizing excise duties on both leaded and unleaded gas E.C.-wide.

At first glance, the link between the two needs may not seem evident. However, excise duties on these two types of fuel currently vary greatly among member states, and both the Commission and member states agree that such discrepancies make the single market inconceivable. Furthermore, leaded fuel is still used considerably throughout the E.C., contributing to atmospheric pollution.

To meet both requirements with just one law, the Commission is proposing a two-tiered taxation mechanism for gas. Starting on January 1, 1993, a mandatory minimum excise duty would charge, per 220 gallons, or 1,000 liters, 287 ECU (\$346) for unleaded gas and 337 ECU (\$406) for the leaded variety. A higher, voluntary rate would charge 445 ECU (\$536) and 495 ECU (\$596) for unleaded and leaded, respectively. By charging more for leaded gas, the Commission hopes to encourage car buyers to choose "clean" cars over the cheaper, but "messier," leaded-gas guzzlers.

## SCIENCE

### EUROPE'S BIOTECHNOLOGY INDUSTRY GETS

## E.C. BOOST

The biotechnology market could be worth over \$50 billion by the turn of the century. Current statistics, however, show the E.C. lagging far behind the United States, the world leader, and Japan, in the booming biotechnology business. According to the OECD, only 17 biotechnology plants exist in Germany compared with 388 in the United States and 107 in Japan.

These figures have led the E.C. Commission to propose a new strategy that would call for greater spending on research by the member states, stricter patent protection for biotechnology products, and investment incentives.

The capabilities of European biotechnology companies are on a par with their major U.S. and Japanese competitors. Public perception of the industry, however, has caused the European biotechnology sector to fall far behind, and unleashed fierce public debates.

Some member states have passed stringent laws virtually prohibiting the release of any genetically engineered organisms, which has led Europe's big chemical companies to transfer their biotechnology research to the United States, where such restrictions do not exist.

The Commission's new strategy highlights awareness of the industry and its importance, but that will not necessarily make biotechnology more acceptable to European society. This job is left to the biotechnology firms. Herman Kooreman, head of the Dutch International Bio-Synthetics, suggests that one way of doing so is to develop products considered crucial to society rather than purely economically viable.

## SOCIAL AFFAIRS

### E.C. DIRECTIVE TO PROTECT PRIVACY

A proposal to safeguard an individual's personal information is creating a stir in the business communities both in Europe and the United States.

The proposal, known as the Privacy Directive, calls for a restriction of the use of computerized data information to protect the privacy of E.C. citizens. If made into law:

- firms would have to register all personal information data bases with the country of operations;
- companies would have to notify individuals of intended use of their records for commercial uses, such as direct mail campaigns;
- private companies would require permission from subjects before processing information about them;
- firms wanting to send personal data to another country would first have to gain assurance of proper records protection before any transfer.

Needless to say, the directive has met with resistance, especially from U.S. companies, since the use of personal data in business endeavors is a fairly common business practice in the United States. Some have noted that they could accept a directive requiring notification of intent to individuals but not their permission.

While there has been some resistance to the proposal within the E.C., it has not been as strong, since several member states implement laws protecting medical and insurance records. Nevertheless, some European companies involved in processing and using personal data and information are angered by

the proposed legislation. They argue that they were not consulted by the E.C. and that the legislation seeks the strictest standards rather than meeting a middle ground.

## POLITICAL UNION

### IGC DISCUSSES INCREASING EUROPEAN PARLIAMENT'S POWERS

One of the central issues of the inter-governmental conference (IGC) on political union concerns the future role and powers of the European Parliament.

While the 1987 Single European Act increased the Parliament's say in the legislative process, the European institution's powers are still in no way comparable to those of the national parliaments. Currently, it can, in certain cases, accept, amend, or reject the Council of Ministers' common position, but any changes made must obtain unanimous Council approval before becoming law. The Parliament also cannot initiate legislation.

Germany and Italy have now proposed to expand the Parliament's powers while decreasing those of the Council. Rather than requiring a vote by the Council to put an amended proposal into law, the law would simply go into effect automatically; the Council would only act to reject the amended proposal. Foreign Ministers Hans-Dietrich Genscher and Gianni De Michelis said that such a change would lend "democratic legitimacy" to the Community.

# BOOKS in REVIEW

## GUIDES GALORE: PLANNING YOUR EUROPEAN TRIP

You're finally going to do it: You're going to tack a vacation onto the end of one of your European business trips.

Sure, you've been to Europe many times. But all these visits were business. Apart from some really nice restaurants and one brief excursion to London's Tate Gallery, the only Europe you've seen in the last few years has been from airports, hotels, and offices. So for this trip you need a guide.

Unfortunately, a visit to your local bookstore to replace your 10-year-old *Europe on \$15 A Day* leaves you stunned. That tome's new version is now up to *\$40 A Day*, and you are confronted with an array of dozens of other European, regional, country, and city travel guides.

In fact, the list of titles for 1991 seems endless, a far cry from 1827, when Karl Baedeker invented the travel guidebook. He was soon joined by others: Some might recall that, when Phileas Fogg stepped out of the Reform Club to begin his 80-day circumnavigation of the globe, he clutched a copy of *Bradshaw's Continental Railway Guide* (1873 edition).

As travel changed, so did travel guidebooks. Automobile touring became a popular enough phenomenon at the turn of the century to allow France's Michelin Tire Company to issue its first guide in 1900. When affluent Americans of the early 20th century needed to complete the requisite "grand tour" of the Continent as a right of passage, the chosen guidebooks were usually published either by the various steamship lines or the premier travel agency of the day, Thomas Cook.

At the conclusion of World War II, wealthy Americans traveling to Europe relied on the two "F's" (Fielding and Fodor). In 1957, these were joined by the third "F" (Frommer), whose *Europe on \$5 A Day* acknowledged the democratization of travel to all income levels. Frommer advised "ordinary" Americans that they, too, could afford Continental travel if they did as the Europeans and agreed to stay in rooms "without a bath."

Today, beside the encyclopedic general guides from the three F's, there is also the fast-growing "Birnbaum" series. For more "sophisticated" travelers, the newer "Cadogan" and "Insight" series, which join the established "Blue" and "Nagle's" guides in authority, not only look impressive on your bookshelf, but really are the true inheritors of the lofty mantle once worn by Baedeker.

Even Baedeker is back, in a series of 20 easy-to-use country and city guides notable for their excellent fold-out maps. And, while Michelin's "Red Guide" remains the Bible to most gastronomes, I, along with thousands of others, find its symbols (and French) too much of a chore. The company's "Green Guide" series, however, is excellently prepared and very easy to use.

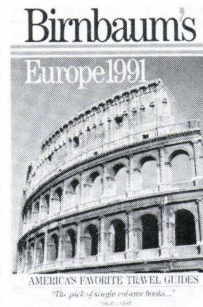
While American travelers still rely to a great extent on the three F's, the explosion in "specialized" travel guides makes it difficult to choose just the right one. If my recent experience in planning my first "family" London trek is any indication, you may need several: For my wife, there was a shopping guide; for the kids, we purchased a children's book; and, for me, one on pubs.

### General Guides

The three F's still dominate this "one-guide-fits-all" field, but may soon be joined by the newest major player on the scene: Birnbaum's *Europe 1991*. Over the last several years, this series of guides has

grown to almost 20 individual titles.

Like the three F's, Birnbaum answers the inevitable questions of where?, when?, and how much? as fully as the guidebook reader demands. In style and focus, however, Birnbaum's guides may be more contemporary than the rest. He describes his focus as personal, telling his readers: "If you like your cities distinctive and your mountains uncrowded, prefer small hotels with personality to huge high-rise anonymities, and can't tolerate fresh fish that has been overcooked, we'll get along."



His slightly different style is demonstrated in his version of the requisite "before-you-go" general information section. The attention to detail is typified by inclusion of such sections as "Calculating Costs," "Drinking and Drug Laws," and "Tipping."

Whether Birnbaum leads the pack in general guides or not, his series is easy to use, fun to read, and at least the overall equal of its peers.

### Budget Travel

Whether it's because you're paying for an entire family or your employer's *per diem* is on the low side, budget travel guides are often a good resource.

The leader in this field remains the *Let's Go* series, with 13 titles for 1991, published by Harvard's student agencies, although all the major series have latched onto the large budget travel market.

As part of its continuing attempt to inject new life into its series after the death of series founder Temple Fielding, Morrow and Company has, over the last several years, remade *Budget Europe*. This series covers 22 countries, and is well-constructed and helpful. Unfortunately, typical of the budget genre, it is aimed principally at students and the young. The authors seemingly forget the interest of budget-conscious middle-aged and older travelers.

The book excels, however, in its brief narration of each country and 27 cities. Probably no other guide in this field can so quickly give the traveler on a budget the basic essential information on what to do and see, as well as where to stay and eat in Europe's major tourist destinations.

### Quality Guides

Some "sophisticated" travelers demand more than just a guidebook. They insist on beautiful photography or prose. The "Insight" series (A.P.A. Publications) wonderfully fulfills the former desire. Each volume is chock-full with dozens of color photographs. For prose, the "Cadogan" series' 18 titles from Globe Pequot Press wins hands down.

That's just a sampling of the world of travel guides circa 1991. Herr Baedeker would be astounded at what he started.

Robert S. Bassman is a freelance writer in Washington, D.C.



# the COMMUNITY BOOKSHELF

MAY-JUNE

To order these publications, please check the desired items, fill out the order form and enclose a self-addressed mailing label.

**A Guide to the European Community.** *Office of Press and Public Affairs, Washington, D.C., 1991, 32 pages.* Overview of the institutions and policies of the EC. Includes an extensive section on US-EC relations. **Free**

**Public Opinion in the European Community.** *Eurobarometer No. 34, Commission, Brussels, December 1990, 161 pages.* Survey of opinion in the EC members states in the autumn of 1990. Includes standard questions on integration, political and monetary union, the Gulf crisis, Eastern Europe, and the role of the Parliament. **Free**

**Energy in the European Community.** *European Documentation No. 7/1990, Commission, Brussels, 1991, 45 pages.* Basic description of the energy situation in the EC, the Community's objectives for an internal energy market, and the effect of energy policy on the environment. **Free**

**EIB Lends 13.4 Billion ECUS in 1990.** *EIB Information No. 67, European Investment Bank, Luxembourg, February 1991, 8 pages.* Summary of EIB lending operations in 1990. **Free**

**Fisheries in the Developing Countries: The European Community's Policy.** *Europe Information Development, Commission, Brussels, October 1990, 31 pages.* Description of the EC's fisheries agreements with developing countries and related development aid. **Free**

**A War for Peace.** *European Affairs, Elsevier, Amsterdam, February/March 1991, 95 pages.* Sample issue. Lead article on the Gulf War by Richard Nixon. Interview with Sir Leon Brittan on Britain and the EC. Other articles on ESPRIT, Japan, investment, and Italy. **Free**

**The European Community and German Unification.** *Bulletin of the European Communities, Supplement 4/90, Commission, Brussels, 1990, 193*

*pages.* Presents essential documents laid before the Council and Parliament in connection with German unification and the integration of the new territory into the Community. These measures form the basis for the integration of the new land into the Community and for their gradual economic and social adjustment to the Community way of life. **\$5.50**

**Future System for Free Movement of Medicinal Products in the European Communities.** *Commission, Brussels, 1990, 198 pages.* Proposals concerning the future system of free movement of medicinal products for both human and veterinary use throughout the Community. Discusses objectives, authorization of medicinal products after 1992, obligations of the pharmaceutical industries, and the European Agency for the evaluation of medicinal products. **\$34.00**

**General Government Accounts and Statistics 1970-1987.** *Statistical Office, Luxembourg, 1990, 328 pages.* An annual publication devoted to results of the national accounts of Member States. Discusses three analyses: accounting presentation of general government expenditures and income, a class-classification of general government expenditure by function and economic use, and detailed statistical information of the revenue. **\$34.00**

**Economic and Monetary Union.** *Commission, Brussels, 1990, 42 pages.* Discusses economic and monetary union for the Member states. Topics covered include benefits and costs, the choice of a single currency and the objectives and principles of an economic union. Also covers the general concept of transition and

the institutional aspects of the union. **\$7.00**

**Poverty in Figures: Europe in the Early 1980s.** *Statistical Office, Luxembourg, 1990, 1188 pages.* Presents the evolution of poverty and inequality in Member States between 1980 and 1985 from a national and Community perspective. **\$18.00**

**Economic Consequences of Fiscal Harmonization in Europe.** *European Parliament, Luxembourg, 1990, 44 pages.* Contains a summary of a 400 page report commissioned by the French Senate for their Committee on Finance in May 1990. The text deals essentially with a study of the economic impact of the disparities in the level and structure of compulsory deductions from one country to another. Topics also include social security contributions, income and corporation tax, and VAT and excise duties. **\$7.00**

**One Market, One Money: An Evaluation of the Potential Benefits and Costs of Forming an Economic and Monetary Union.** *European Economy, Number 44, Commission, Brussels, 1990, 200 pages.* Examines forecasted policy and behavioral changes, the financial and economic impacts, and the overall implications for the Community. Also available as a subscription. **\$25.00**

**Report on Competition Policy.** *Commission, Brussels, 1990, 310 pages.* Provides

background on the EC's competition policy and reviews recent contributions by socio-economic and political circles such as European Parliament, Advisory Committee on restrictive practices, and dominant positions. Adoptions include proposals for a block exemption regulation in certain franchise agreements and air transport. Reviews EC decisions, measures, cases, assistance given, and public undertakings. **\$27.00**

**Twenty-Fourth General Report of the Activities of the European Communities 1990.** *Commission, Brussels, 1991, 459 pages.* Provides a sweeping overview of the EC's activities in the last year, including details of endeavors of Community institutions. Topics covered include: developments in EC financing, budget drafts, revenue, expenditures, and a five year financial perspective. Also updates progress made toward completing the internal market. There is information on EC research and technology, employment, education, and social policies. It also provides reviews of external relations and Community law activities. Contains tables and annexes of directives. **\$17.00**

**EC Commodities Imports From Developing Countries 1976-1987.** *Statistical Office, Luxembourg, 1990, 80 pages.* Looks at EC commodities imports from the third world and analyzes them by individual products. Part one, an overview, examines the composition of imports, the diversification of EC sourcing of commodities (breaking down commodity sourcing by region and by broad economic category). Other chapters deal with raw materials, food and beverages, and imports of commodities from individual less developed countries. **\$8.50**

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## Winter Wonderland '92

When athletes ski, skate, and sled in and around Albertville in 1992, the Winter Olympic Games will have come to the French Alps for the third time. France previously hosted that event in 1924 (in Chamonix) and in 1968 (in Grenoble).

\*

The 1992 Games will coincide with an event of special significance to France: A hundred years earlier, in 1892, Frenchman Pierre de Coubertin relaunched the idea of the modern Olympics.

\*

In 1986, the Olympic Committee picked Albertville from an impressive list of cities. In addition to the natural advantages of the mountains and a certainty of snow, Albertville could lay claim to an excellent infrastructure of ski lifts, hotels, and ski slopes. Only a bobsled track and a few arenas have needed to be built.

\*

Although Albertville is the central town for the 1992 Games, only the opening and closing ceremonies, and the skating events, will be held there. Other events will take place in towns scattered throughout the area, including such famous ski resorts as Courchevel and Val d'Isère.



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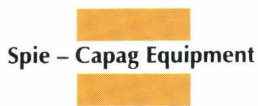
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**She loves her work so much,  
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For twenty years, Helga has provided special services in our Senator Lounge. So she's had some pretty remarkable requests in her time. Once she even translated, typed and faxed for a passenger. You could say going out of her way is just business as usual. But she has a drive to do the best job she can. Even if it may mean doing yours. You feel that drive in everybody who works for Lufthansa. Whether it's your first time flying with us or your fiftieth. We like to think of that drive as a passion. *A passion for perfection<sup>SM</sup>* that ensures you the best flying experience possible.

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