

ICOHTEC

NEWSLETTER

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Newsletter of the International Committee for the History of Technology ICOHTEC

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Editorial

Dear Colleagues and Friends,

Our 42nd symposium in Tel Aviv will take place in only two weeks; everything is well prepared. But when our treasurer Yoel Bergmann checked ICOHTEC's financial situation, he got that many members still have to pay their membership fees; please find his letter.

Thanks to Christopher Neumaier, the Newsletter gives a conference report on the history of mobility, traffic and environment.

Best wishes

Stefan Poser

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I. ICOHTEC

Dear Members,

Since the beginning of 2015, some 40% of the members have paid their annual 2015 dues.

Please make an effort to pay your dues in the next month or two.

All the best

Yoel Bergman

Please find a pay pal bottom on our homepage, <http://www.icohtec.org/about-icohtec-join-us.html> and ICOHTEC's bank account in the membership form on the last page of the Newsletter.

II. Conference Reports

Mobilität und Umwelt / Mobility and Environment

Workshop of the Arbeitskreis Verkehr in der Gesellschaft für Technikgeschichte / Working group "Traffic" of the German Society for the History of Technology (GTG), and the Rachel Carson Center for Environment and Society (RCC), Munich in February 2015

Christopher Neumaier, Zentrum für Zeithistorische Forschung Potsdam, neumaier@zzf-pdm.de

Mobility, transport, and the environment are closely intertwined fields that structure society. Motorized means of transport and their physical infrastructures are responsible for a considerable portion of environmentally relevant emissions, noise pollution, and the consumption of space. On the other hand, new concepts of mobility have fuelled the growing discourse about sustainability and ecological justice. The policies and politics of transport and the environment are closely connected with close causal interdependencies. However, the dimension of historical experience is mostly absent from contemporary discourses about conflicts between transport and the environment—the topics and methods of environmental history are only partially integrated into the history of transport, traffic, and mobility.

The joint conference of the Arbeitskreis Verkehrsgeschichte and the Rachel Carson Center addressed these research gaps and examined environmentally relevant aspects of transport, traffic, and mobility from a historical perspective. The papers thus broadened our understanding of how mobility, environment, politics, and society are intertwined. Moreover, they delivered ample

evidence that revealed how concepts of mobility and environmental concerns are linked to specific historical contexts.

The first section analysed how rail transport has been shaped by economy and ecology. In particular, DIRK STEFFEN and DIRK METZLER (Basel) reviewed the ecological aspects of rail cargo in Switzerland. Giving a short description of the history of railroad freight, they first pointed out several key events that continue to have an effect on rail transport, such as the 1970s energy crises. In the second part of the paper, the presenters discussed the current situation of SBB cargo in Switzerland, which is constricted by national and European legislation on market regulation and environmental standards.

While their paper hinted at possible market strategies that allow for compliance with both requirements, the second section of the conference dealt with the shaping of the countryside between the nineteenth century and the end of the Second World War by traffic. ZEF SEGAL (Tel Aviv) asked how railroad infrastructure was fitted into the countryside during the nineteenth century. Claiming that nature is socially constructed, he showed how painted postcards portrayed the countryside, railroad tracks, and trains. Segal also identified several key themes that can be linked to specific historical contexts. Initially, trains and railroad were naturalized, i.e., they were depicted as symbiotic partners of the landscape. In the paintings, life continued harmoniously while the surrounding nature shifted and trains became a part of it. This fostered a growing acceptance of trains in Germany. In the late nineteenth century, the paintings changed: the impact of industrialization and the role of railroads were put on display. Since most of the paintings that were analysed were sponsored by railroad companies or tourist companies, their intentions still need to be reviewed. Moreover, this type of source needs to be compared with other images of rail traffic. Nevertheless, Segal's paper strongly contributed to our general understanding of how paintings can be used as a source for historical research. SYLVIA NECKER (Munich) added to the idea of traffic infrastructure shaping the countryside in her presentation on "embedded mobility." She focused on the concepts of road, countryside, and native Germany as discussed by the architect Alwin Seifert. He aimed, for instance, to model roads as parts of the "organic" countryside. Thus, he planned to embed the autobahn into the German scenery, a topos that was heavily used during National Socialism.

The third section of the conference moved to two wheelers and their significance as alternative traffic concepts. PETER COX's paper (Chester / Munich) addressed the nexus between cycling, environmentalism, and social change in Great Britain during the 1970s. He scrutinized how cycling caused the emergence of environmental awareness. According to Cox, cycling was a way to transform the environment. But it also went beyond that—three different types of protest groups were closely linked to cycling as a form of social protest. The first group formed a general opposition to the road program planned by the British government. New radical campaigning groups for environmentalism such as Friends of the Earth were also connected to cycling. Thirdly, direct action groups considered the bike to be an alternative to the car. Cox's approach mainly presented the complexity of social protest from a bottom-up perspective. RUTH OLDENZIEL (Eindhoven), in contrast, chose a different angle. She reviewed how two-wheelers such as bikes, motorbikes, and e-bikes represent an alternative mobility concept to the use of cars in China. The growing number of cars poses a major dilemma for the Chinese government. On the one hand, the purchase of cars is promoted because it fosters economic growth. On the other hand, the driving of cars is discouraged

since it causes both severe gridlocks in major urban areas and heavy environmental pollution. In order to solve these problems, the Chinese government propagates the use of two-wheelers. Bikes, however, are not yet embraced by Chinese consumers because of class issues, especially since car ownership is far more prestigious. Currently, politicians, city planners, and mobility experts intend to test several options in Shanghai, China's laboratory, in order to increase consumer acceptance of two-wheelers.

Mobility and travel were at the center of the next pair of papers. PHILIPP PLATTNER (Innsbruck) explored mobility concepts in the Middle Ages. His case study on Duke Leopold III from Austria revealed the embeddedness of mobility in geographical circumstances, weather, and seasons. The travels of Leopold III were also determined by his needs as a ruler to visit most parts of his dominion to exercise power. Other motives for travelling appeared in MORITZ GLASER's (Kiel) paper. Leisure—apart from economic prosperity—was the driving force that initiated mass tourism in Spain in the 1950s. In the beginning, Spanish politicians, local tourist agencies, and residents primarily viewed the environment as an infrastructure that guaranteed tourism. This shifted as a growing number of tourists travelled to Spain and environmental pollution increased. This development started to threaten the very basis of tourism and triggered a critical debate, in which many motives were at play. Glaser claimed that the assumption of a linear progress from tourism to a growing environmental consciousness was not supported by his sources. Rather, he pointed to a complex negotiation process where local perspectives, national goals, and international debates clashed.

The problem of traffic gridlocks was at the center of the final section. MASSIMO MORAGLIO (Berlin) examined the reasons for a light rail renaissance in Europe. As car mobility caused problems such as the congestion of inner cities or pollution in the 1970s, light rail appeared as a solution. It was a cost-effective, efficient, and a tried and tested system. Consequently, several European cities such as Strasbourg embraced this idea. During the 1980s, the popularity of this mobility concept further increased. It was promoted as a factor that induced urban renewal. Light rail transport enabled consumers to travel swiftly from the outskirts to the city centers. Moreover, it considerably reduced environmental pollution, since fewer cars entered the cities. Nevertheless, Moraglio indicated that light rail systems have only had a minor impact on transport in Europe. The Rise of the Airport Sprawl was the topic of BRET EDWARDS' (Toronto) paper, with a special focus on the airports in Vancouver and Montreal. Building these airports, the Canadian government, experts, planners, and local residents had to negotiate the consequences of the growing noise pollution caused by an increase in air travel. The problem also became a major concern since suburbanization brought residential areas closer to airports. Hence, the airport Montreal-Mirabel was built in a remote location and designed as vision for future air travel. Yet, travelers neither accepted its design nor its remote location away from the city center. Soon after its opening, passenger numbers tumbled and thus airlines decided to route their passengers via the old Montreal-Dorval airport.

Mobility and environment formed the core of this interdisciplinary workshop. The papers demonstrated how both environmental and mobility history strongly profit from a multi-perspective approach that allows the interdependencies between mobility, environment, and technological parameters as well as political and social interests to be highlighted.

Organiser: Christopher Kopper, University of Bielefeld; Christopher Neumaier, Zentrum für Zeithistorische Forschung Potsdam; Helmuth Trischler, Rachel Carson Center / Deutsches Museum

Published first in H-Soz-Kult, 07.07.2015,

<http://www.hsozkult.de/conferencereport/id/tagungsberichte-6062>

III. Conference Announcements

14 – 17 September 2015

The Future of Mobilities: Flows, Transport and Communication. Joint conference of the International Association for the History of Transport, Traffic and Mobility (T2M) and the Cosmobilities Network

Santa Maria C.V. (Caserta), Italy

Please visit <http://t2m.org/conferences/2015-caserta/scientific-program/>

Please contact Julia Hildebrand, Drexel University, secretary@t2m.org

17 – 19 September 2015

Tourism and Transformation. Regional development in European History

Department of History, European Regional History, University of Salzburg

The aim of this workshop is to discuss from a comparative perspective how tourism affects long-term transformation processes in different European regions, thereby taking stock of the current state of research in this field.

Please find the program on <http://www.hsozkult.de/event/id/termine-28524>

Please contact Martin Knoll, University of Salzburg, Department of History, martin.knoll@sbg.ac.at

23 September 2015

Geregelte Verhältnisse? Architektur und Planung zwischen Sputnik und Ölkrise / Well Organised Planning Conditions? Architecture and City Planning between Sputnik Shock and Oil Crisis

Zentralinstitut für Kunstgeschichte, Institut für Kunstgeschichte der LMU München, Germany

Please visit: <http://www.zikg.eu/veranstaltungen/2015/workshop-geregelte-verhaeltnisse>

Please contact Oliver Sukrow, Zentralinstitut für Kunstgeschichte, o.sukrow@zikg.eu

8 – 9 October 2015

Stoffgeschichte – Stand und Perspektiven / History of Materials - State and Perspectives of Research

Deutsches Bergbau-Museum Bochum

Organisers: Dr. Lars Bluma (Deutsches Bergbau-Museum Bochum), Dr. Sebastian Haumann (TU Darmstadt)

Please visit: <http://www.bergbaumuseum.de/index.php/de/forschung/tagungen/stoffgeschichte>

Please contact Lars Bluma, Deutsches Bergbaumuseum, Bochum, lars.bluma@bergbaumuseum.de

20 – 22 November 2015

Science, Technologies and Material Culture in the History of Education

Annual Conference of the History of Education Society (UK)

Liverpool Hope University

CFP – Deadline **6 September 2015**

Confirmed keynote speakers:

Professor Ruth Watts, Emeritus Professor of History of Education, University of Birmingham

Dr Claire Jones, Teacher and Honorary Fellow, University of Liverpool

Jonathan Reinartz, Professor of the History of Medicine, University of Birmingham

Too often the history of science and technology and the history of education have been written at a remove from each other despite being intimately connected. It is an important aim of this conference to bring these two significant and related areas of historiography into closer dialogue with one another. While we welcome papers which examine theoretical, methodological and historiographical aspects of the relationship between science, technologies and education, we are equally keen for speakers to focus on the interplay of these key themes in specific historical and material settings. Papers focusing on the artefacts and material culture of science, technology and education are especially welcome.

We welcome papers (from members and non-members of the Society) which focus on one, two or all of the conference's thematic areas, (science, technologies, material culture). Possible topics for papers may include (but are by no means limited to) the following:

- Historiography of science, technology and education
- Science and technology in the curriculum -Scientists as public intellectuals
- Medical education -Technologies of the self
- Science and identity formation - Science, technology and class
- Science, technology and gender - Materialities of teaching and learning
- Books, equipment, technology and the transfer of ideas

- Scientific and technological networks - Scientific internationalism Science, technology and empire
- School and university architecture - Education for the scientific professions
- Popular science - Scientific and technological elites - Scientific societies
- Science as popular education/entertainment - Science and education in the home
- Subject and disciplinary formation - Medical humanities
- Educational artefacts - Museums as educational spaces

Abstracts (250 words max) should be sent to Heather Ellis at ellish@hope.ac.uk

Please visit: <http://www.historyofeducation.org.uk/>

Please contact Heather Ellis, Liverpool Hope University, ellish@hope.ac.uk

8 December 2015

Twenty Years under the Channel, and Beyond: Capital and Governance in Major Infrastructure Projects

London

The deadline has been extended to **15 August 2015**

See detailed CFP and bibliography here: http://www.ahicf.com/vingt-annees-sous-la-manche-et-au-dela-twenty-years-under-the-channel-and-beyond.html?id_article=817&sid_article=1055 or in the last ICOHTEC Newsletter, no 123, July 2015.

10 – 11 December 2015

Aviation Cultures Mk. II: Technology, Culture, Heritage

The University of Sydney and the Museum of Applied Arts & Sciences

CFP – Deadline **9 August 2015**

Aviation has formed a significant aspect of Australian life for over a century, yet its cultural impact has only recently begun to be explored. From science to sociology, fashion to fiction, this will be the first event to offer a truly national approach to interpreting the technologies, cultures and collections that embody Australia's aviation heritage. Hosted by the University of Sydney and the Museum of Applied Arts & Sciences, we welcome participation by curators, scholars, authors and students of our flying past. Three themes will characterise our discussions, in the hope of creating a common language and a mission for the future: technology, culture and heritage.

Call for papers

Join a faculty of national and international participants by sending an expression of interest, or submitting a 250-word abstract plus 100-word biography before 9 August 2015.

Please find the full call for papers on:

[http://sydney.edu.au/foundations_of_science/documents/Aviation Cultures Mark II call for papers.pdf](http://sydney.edu.au/foundations_of_science/documents/Aviation_Cultures_Mark_II_call_for_papers.pdf)

For submissions or more information, please contact Peter Hobbins, peter.hobbins@sydney.edu.au

20 – 23 March 2016

Undisciplined Environments. International Conference of the European Network of Political Ecology (ENTITLE)

Stockholm

CFP - Deadline **30 September 2015**

The event is co-organized by the Center for Social Studies of the University of Coimbra and the Environmental Humanities Laboratory of the KTH Royal Institute of Technology, Stockholm.

Further details are available on <http://www.political ecology.eu/news/item/entitleconference>

24 – 27 August 2016

Emerging Cities – Knowledge and Urbanisation in Europe’s Borderlands 1880–1945. Session S27 on the 13th International Conference on Urban History

Helsinki

CFP – Deadline **31 October 2015**

Session Organizers:

Dr. Heidi Hein-Kircher, Herder Institute for Historical Research on East Central Europe, heidi.hein-kircher@herder-institut.de

Dr. Oliver Hochadel, Institució Milà i Fontanals, oliver.hochadel@imf.csic.es

We invite paper proposals for a session at the EAUH 2016 on knowledge transfer between cities in Europe’s Borderlands 1880 -1945

Until now the cities of Eastern and Southern Europe have mainly been looked at through the prism of migration and institutions of technology transfer (such as universities). Implicitly or explicitly this suggests a transfer of knowledge and practices from the center to the periphery and hence a clear epistemological hierarchy.

The panel proposed by the Herder-Institute (Germany) and the IMF-CSIC (Spain) would like to question this assumption. In order to do so we will focus on the exchanges in the areas of science, technology, medicine and urban planning between the emerging cities of borderlands such as Southern and Eastern Europe. How did knowledge but also agents and practices “travel” between

emerging national and regional centers such as Budapest, Tallinn, Lemberg, Lisbon, Athens or Barcelona?

The question is based on the hypothesis that these emerging or “second” cities were practical enough to turn to each other in order to solve the similar problems they were facing in their urban development. It will be crucial to highlight not only the dialectic interplay of national visions and desires (of aspiring nation states) and the internationalization of science and knowledge transfer in the first globalization around 1900, but also to reconstruct the interurban network that existed between them.

Due to this, the session will pay a special attention paid to engineering sciences in the case studies, which played an important role in the modernization of the architectural and infrastructural system of the emerging cities in the late 19th and early 20th century. The goal of this session is thus twofold: it will not only compare these emerging cities, but also try to exemplify the practices, strategies and agents of the interurban network.

To submit a paper proposal, please create a user account on the conference management system <https://eauh2016.net/programme/call-for-papers/> and upload your abstract (max. 300 words) to Session S27.

The deadline for paper proposals is October 31, 2015.

We will inform you by December 15 about the acceptance of your proposal.

Please contact Eszter Gantner, Herder Institute for Historical Research on East Central Europe, Marburg, gantnere@herder-institut.de, and Oliver Hochadel, Institució Milà i Fontanals, oliver.hochadel@imf.csic.es

IV. Summer Schools

9 – 18 October 2015

Mobile Work Life Arrangements M – Exploring Conceptual and Methodological Challenges. An Interdisciplinary Late-Summer School

University of Freiburg, Germany

Deadline of application **10 August 2015**

Convened by: COME (Research Group Cultures of Mobility in Europe) and ANTHROMOB (EASA Anthropology and Mobility Network)

Anna Lipphardt (Freiburg); Jamie Coates (Waseda/Sheffield) and Roger Norum (Leeds/UCL)

The interdisciplinary field of mobility studies has produced a broad spectrum of theoretical works and structural analyses, driven by research focusing on recent innovation in transport and communication. Within that field, economic and work-related aspects of mobility, are often treated as distinct from other life practices. This late-summer school aims to contribute to the field of mobility studies with respect to two key issues: First, it will turn attention to the interplay between

work and non-work (e.g. leisure, family life, well-being) spheres of life linked to mobility. Second, it focuses on the complexities of mobile work-life arrangements as they play out in the everyday lives of an ever-growing number of people worldwide, across the economic spectrum and across diverse professional and socio-cultural fields.

The late-summer school explicitly aims to bring together people studying a range of empirical cases including (but not limited to) research across the following subjects:

- peripatetic and pastoralist groups
- transport-sector professionals
- artists, creatives and travelling entertainers
- seasonal and project-based labourers
- academics
- lifestyle migrants.

The late-summer school has two core objectives:

1. Providing a forum for discussing qualitative methodological approaches to mobility, including multi-sited, mobile or trajectory ethnography; life-course and life-world analyses; and newly-emerging ICT-based methods;
2. Exploring the differing forms of knowledge production concomitant with mobile work-life arrangements, it will encourage a critical reflection of the theoretical frameworks, empirical operationalisations and political discourses that implicitly or explicitly inform much research on mobile groups. Our intention is to bring together different epistemic communities, thus fostering a comparative perspective.

Key questions which the late-summer school will address are:

- How do we develop a critical analytical position in light of the complex entanglements between the political and economic discourses on certain mobile groups, the conceptual approaches of our respective research disciplines, and the emic perspectives of the people we study?
- What are the advantages, challenges, and limitations of differing analytical models such as multi-sited ethnography, qualitative case study, life-course analysis, or phenomenology in exploring mobile work-life arrangements?
- How can we compare or generalise insights gained from qualitative studies on specific mobile fields? And how can we employ empirical research to advance theoretical stances on mobility, both within a given research area and across disciplinary divides?

PROGRAMME AND WORKING FORMATS

The programme includes keynote lectures and advanced seminars by Noel Salazar (University of Leuven), Michaela Benson (Goldsmiths University) and Huub van Baar (University of Amsterdam/Giessen University). It also comprises presentations by doctoral students, workshops on mobile methods and representational strategies, informal discussions on practical issues of mobile/multi-sited fieldwork, career and professional development sessions, a film screening, and recreational activities. The working language is English.

The programme is aimed at doctoral students working on projects situated in qualitative social research focusing on issues related to mobile work-life arrangements. The common ground for all participants will be their interest in the labour/economic aspects of the mobile empirical fields they study, their footing in qualitative social research, and a shared interest in the epistemology of Mobility Studies. We welcome applications from doctoral students based in disciplines such as cultural and social anthropology, sociology, political science, social work, education, geography, and relevant interdisciplinary research fields including mobility, communication, environmental, transport and labour studies. Doctoral students at any stage of their research - including beginners - are invited to present work in progress and to discuss central research issues with which they are currently concerned. To ensure an open and collaborative learning environment, the number of participants will be limited to a maximum of 25.

APPLICATION

Interested applicants are asked to submit the following materials to the convenors by email up until August 10, 2015:

1. Curriculum Vitae (1 page);
2. Short description of your dissertation project (1-2 pages);
3. Personal statement (1-2 pages) that answers the following:
 - Why do you wish to attend the Mobile Work-Life Arrangements Late-Summer School?
 - What specific aspects of your dissertation and fieldwork are you most interested in discussing?

Successful applicants will be notified by email by the 3rd week of August.

ACCOMODATION AND TRAVEL GRANTS

It is expected that participants take part in the full duration of the late-summer school. All meals and accommodation will be covered, as will reimbursement for the following travel expenses: up to 150 Euro for participants from Germany; up to 300 Euro for those from other European countries; and up to 800 Euro for students who come from overseas. Participants from developing countries and from countries affected by current economic crises are eligible to apply for full travel funding.

For more information, please see www.mobworklife.net. Please feel free to contact us for specific questions about the programme or application.

Please contact Marion Villalobos, Research Group Cultures of Mobility in Europe (COME), Institute for Cultural Anthropology/Folkloristics, University of Freiburg, info@mobworklife.net

V. Miscellaneous

The lectures delivered at the summer course *De Re Metalica, ingeniería, hierro y arquitectura* (Engineering, iron and architecture), of the Fundación Juanelo Turriano and the Madrid School of Architecture will be published in the collection *Lecciones Juanelo Turriano de Historia de Ingeniería* (*Lessons in the history of engineering*),

http://www.juaneloturriano.com/en/digital-collection/juanelo-turriano-lessons-of-engineering-history?utm_source=Newsletter&utm_medium=newsletter&utm_campaign=Newsletter+84+June+2015

VI. Recently Published Books and Journals

Produkte und Produktinnovationen. Ferrum 87 (2015).

Ferrum, the journal of the Iron Library / Eisenbibliothek, Schaffhausen, publishes selected papers of the library's annual conferences on the history of technology. The last meeting was dedicated to products and innovation.

Contributions to this issue:

Wolfgang König: Produktinnovationen in der Konsumgesellschaft.

Reinhold Reith: Produktinnovationen und materielle Kultur vom späten Mittelalter bis zur Industrialisierung.

Reinhold Bauer: Wenn das Neue erfolglos bleibt. Einige Überlegungen zum Scheitern von Produktinnovationen.

Marco Boccadoro: Produktinnovationen und Forschungsk Kooperationen mit Universitäten bei GF Machining Solutions.

Anne Sudrow: Werkstoffinnovation im gesellschaftlichen Kontext. Historische Produktlinienanalyse am Beispiel des Industrieprodukts Schuh.

VII. Join ICOHTEC

An ICOHTEC membership makes you a member of the scholarly network of the UNESO-based International Committee for the History of Technology, ICOHTEC.

The membership includes:

- Reduced fees for ICOHTEC's conferences
- ICOHTEC's reviewed journal ICON (published annually, ca. 200 pages)
- Electronic access to back issues of ICON (published since 1995)

- ICOHTEC's electronic Newsletter (published monthly – available via mailing list and on the homepage)

Please share this form with a colleague who is not yet a member or ask your library to subscribe



Form for annual membership renewals / registration of new members

Annual membership includes subscription to ICOHTEC's refereed annual journal ICON, access to all back issues of ICON in electronic form via the ICOHTEC website, a monthly Newsletter, and special registration rates at the annual ICOHTEC symposium.

I wish to renew my membership / to become a new member in ICOHTEC. (Tick below the appropriate description/rate):

- An individual. Rate: (40 \$ or 30 € or equivalent) per year
- A student. Rate: (40 \$ or 30 € or equivalent for two years)
- An institution. Rate: (100 \$ or 75 € or equivalent) per year
- A library. Rate: (Europe: 36 €, Overseas 39 € or 52 \$) per year

Tick the years of membership to be paid: 2014 2015 2016 2017

I submit the total amount: _____ €/\$

Your first name and surname: _____

Email: _____

Postal address: _____

Country: _____

Tick the method of your payment:

- Through the PayPal option on ICOHTEC website
- Through international money transfer: Make international money transfer to:

“ICOHTEC” at Commerzbank Bochum (Husemannplatz 3-4, D-44787 Bochum, Germany):

IBAN: DE44 4304 0036 0390 2590 00; BIC: COBADEFFXXX

- Through a cheque. Send the check with the appropriate sum made out to “ICOHTEC” and send to:

Dr. Lars Bluma Otmarstrasse 5, D-45131 Essen, Germany.

After filling the form, please scan and send by email to Dr. Yoel Bergman, ICOHTEC Treasurer at yoelb@protalix.com or, send a hardcopy by regular mail to Yoel Bergman, 20 Haatzmaut St., Herzliya 46789, Israel. Your filled form will facilitate sending ICONs and allocating access privileges.