last year, exports of Flemish manure to Wallonia tripled to 6 million kg of phosphate and 8.3 million kg of nitrogen, according to the Flemish Manure Bank. According to Walloon Environment Minister Follet (PRL), this dumping is entirely illegal. This is because since 1987 the dumping of Flemish manure in Wallonia has been banned. It is mainly the large Flemish pig farmers who try to pass their manure across the linguistic border. Since 1 January 2000 they have been obliged to process their manure as soon as they produce more than 10,000 kg of phosphate. Most of these pig farmers have not yet begun processing manure, as a result of which they far exceed the norm. Therefore, 324 of them recently received a report stating that they have to pay a super-tax (on average 2,180 euros).

SYBILLE DECOO • DE MORGEN • 18 JANUARY

Many of the 324 farmers tried to avoid the super-tax by exporting their surplus of mainly raw (unprocessed) pig manure to Wallonia. As a result, exports to Wallonia tripled. Walloon Environment Minister Foret (PRL) finds the situation scandalous and yesterday outlined the problem to the Walloon government. Foret wants to raise the matter with the consultative committee between governments and order the environmental police to tighten up controls. Together with the super-tax that will call on farmers even more to switch to manure processing. Furthermore, they have not been able in this way to avoid the super-tax. ‘Pig manure that was exported without being processed (raw) has not been registered as processed,’ says François Suykens, head of the Manure Bank. He is placing his hope in the Walloon manure legislation currently in preparation. That must make clear how much Flemish manure can still be dumped in Wallonia. ‘After all, there is always a call for it among the Walloon farmers,’ says Suykens.

INTRODUCTION

In 2001 an almost public self-destruction operation took place in the Volksunie before the eyes of the press. The party was hopelessly split into two camps over the Lambermont Agreement, neither of which was prepared to give an inch. Ultimately the opponents had to climb down, within the party, but also in the vote in the Chamber, where the Verhofstadt-Michel tandem skillfully put the hard Flemish-national faction of Geert Bourgeois out of action. Lambermont had caused deep wounds, and there was no chance of reconciliation. For the government-minded camp centred on Bert Anciaux, Lambermont was a Pyrrhic victory. The radical Flemish-nationalists, led by Geert Bourgeois, were successful in a vote among party members and were able to win over the majority of the Volksunie’s legacy. Shortly afterwards they renamed themselves the New-Flemish Alliance (Nieuw-Vlaamse Alliance). The social-progressive group centred on Bert Anciaux carried on with the liberalisation movement ID as Spirit. The complete decline of the Volksunie was followed with great concern by the leadership of the Vlaams Blok. When the Bourgeois group finally won the lot, that was bad news for the far-right party, claims Knack, who interviews certain prominent insiders within the Vlaams Blok. When the Bourgeois group finally won the lot, that was bad news for the far-right party, claims Knack, who interviews certain prominent insiders within the Vlaams Blok. When the Bourgeois group finally won the lot, that was bad news for the far-right party, claims Knack, who interviews certain prominent insiders within the Vlaams Blok. When the Bourgeois group finally won the lot, that was bad news for the far-right party, claims Knack, who interviews certain prominent insiders within the Vlaams Blok. When the Bourgeois group finally won the lot, that was bad news for the far-right party, claims Knack, who interviews certain prominent insiders within the Vlaams Blok. When the Bourgeois group finally won the lot, that was bad news for the far-right party, claims Knack, who interviews certain prominent insiders within the Vlaams Blok.
Walloon government blocks Flemish bonuses

The Walloon government is refusing to allow Flemish workers to receive additional time credit bonuses while Francophone workers cannot do so. They are therefore invoking a conflict of interests, encouraged to do so by Wallonia’s trade unions. Due to Wallonia’s opposition, those workers who have applied for the bonuses must now wait 2 months before they can be paid. The bonuses are a supplement on top of the Federal time credit; the former career interruption. Flemish Employment Minister Landuyt (SP.A) was able to reach an agreement in this respect with Flemish employers and trade unions. The bonuses are mainly directed at workers who want to take further training, who want to care for sick family members, who want to work part-time towards the end of their working life instead of taking early retirement or who are working 4 days out of 5 in the middle of their career so as to be able to combine job and family. The extra bonuses range from 50 to 150 euro per month (FF).

BART DOBBELAERE/GUY TEGENBOS • DE STANDAARD • 17 JANUARY

The Walloon government was encouraged to invoke this conflict of interests by the Walloon trade unions. It is the first time that the Walloon and Flemish trade unions have opposed each other in this way. This may well be the first community conflict that directly hits a group of Flemings in the pocket.

Flemish Employment Minister Landuyt (SP.A) is very much put out by Wallonia’s opposition. ‘They should be ashamed, hitting workers’ pockets!’ Wallonia’s government adds that Flanders is exceeding its authority with these bonuses. Concluding Collective Labour Agreements falls under labour law, and that is a federal matter. The Flemish Minister and Flemish social partners dispute this. Landuyt: ‘Flanders wants to operate a career planning policy. That sticks in their throat. We nevertheless want to take measures that ensure social progress? If such a conflict of interests is invoked, the matter will have to be put to the consultation committee in which the various governments meet. Philippe Muyters, Managing Director of the Flemish employers of the VEV and new chairman of the Socio-Economic Council of Flanders, is amazed that the Walloon government only invoked a conflict of interests concerning the incentive bonuses on 20 December, as the agreement on these bonuses dates from the end of 2000. ‘The initiatives we entered into as social partners must be carried through, otherwise we would do better to stop with a Flemish employment policy.’ Within the framework of federal loyalty it must not be possible for one partner to slow the other down, says Muyters.

Flemish Chairman of the Christian trade union, the ACV, Vital Peeters, says that this type of employment agreement has existed since 1992. ‘I do not see why there should be a problem now. It is possible to operate a separate socio-economic policy for those matters over which regions and communities have authority’.
The debate in parties, government, and the press is already well under way in the run-up to the round-table conference on Flemish education. The VLD is laying all its cards on the table, and it is difficult to say that the party of Education Minister Marleen Vanderpoorten is going to the conference with a secret agenda, states De Financieel-Economische Tijd (15 January). Both VLD Chairman Karel De Gucht and Vanderpoorten herself want to convince the Catholic schools to turn themselves into pluralistic institutions. There is no question of forcing them to do so, but if the will is there to become a pluralistic free-choice school, that will be financially rewarded, announced Vanderpoorten. After all, a comparative study published last year shows that Catholic education still has a long way to go to catch up in terms of government funding. And yet the Catholic education network is by far the largest in Flanders, whereas many non-believers, including VLD and SPA politicians, send their children into it and a large part of the teaching corps are also non-believers. However, ‘De Guimardstraat’, the coordinating administrative body of Catholic education, fears that the ‘individual character of its pedagogical project’ will be called into question in the pluralistic school. But even the VLD and SPA appear not to be on the same wavelength with regard to how that pluralism must be fleshed out, although on closer inspection the differences of opinion seem more like differences of emphasis. At his party’s New Year’s reception, SPA Chairman Patrick Janssens clarified what pluralism in education means to his party. At a press conference on 14 January, Education Minister Vanderpoorten defended her policy against the criticism in Janssens’ address (FF).

MARK DEWEERDT • DE FINANCIËL-ECONOMISCHE TIJD • 15 JANUARY

Minister Vanderpoorten made it clear at the press conference that she did not accept the criticism of SPA Chairman Patrick Janssens that she was not paying sufficient attention to the policy of equal opportunities in education. She referred to the draft Equal Opportunities Decree, the final negotiations for which have been held with trade unions and education authorities. That decree specifies for the first time that every pupil must be able to attend every school (general enrolment right). Vanderpoorten does not go as far as De Gucht (to make moral philosophy compulsory ed.). She does, however, feel that the subject must be discussed at the meeting she will have on 24 January with the chairs of the Flemish parties (excluding the Vlaams Blok) and at the round-table conference on education due to begin before the spring break. She wants to establish the contours of the round table with the party chairs. Vanderpoorten sees financing and pluralism as the main, partly linked themes of the round table. According to the minister, there is a growing consensus to no longer fund education per network but per pupil. However, as well as rights there are also duties. If a pluralistic school receives 100%, how much should a non-pluralistic school get? That is the crux of the discussion, said Vanderpoorten. In so doing she admitted that Catholic education, which is pressing for an increase in its subsidies, could receive extra money if it becomes pluralistic.

Within this legislature Vanderpoorten wants to establish in a decree the conditions under which a school, regardless of its pedagogical project, can not must, stressed the minister-guarantee pluralism. She is thus implementing the provision in the coalition agreement, which states that Catholic schools can also develop into open, pluralistic free-choice schools. One condition is undoubtedly the provision of moral philosophy classes and religious classes different from Catholic religion. A pluralistic school would (could) also be expected to no longer follow the syllabus of Catholic education.

Vanderpoorten wants to implement another undertaking in the coalition agreement before the summer break. A municipal school that is taken over by the Catholic network will be forced to continue to offer non-confessional moral philosophy and other recognised religions.
The motor show and road safety

In the Flemish Parliament, Minister for Transport Steve Stevaert (SPA) came under fire from his own government partners. VLD MP Denys does not want to hear of a reduction in the maximum speed limit and Agalev MP Malcorps felt that Stevaert had not done enough to the infrastructure to remove the many black spots (with many road-accident victims). Stevaert still insists that a speed-based approach will have the greatest effect. 80% of accidents are the result of inappropriate speed, he claims (FF).

Opinion
BART STURTEWAGEN • DE STANDAARD • 17 JANUARY

The King who, with a posse of ministers and other dignitaries in his slipstream, opens the Motor Show. It says much about the interweaving of our society and our scale of values, our welfare, and the status of the car. For the first time a genuine, albeit disorderly, debate is raging on road safety, but at the biennial celebration of the car there is almost no evidence of this. For the dwindling economy, the success of the consumer show is an important indicator of consumer confidence. For the crisis-struck advertising market - a vital source of income for the media - the car offensive is an extremely welcome bubble of oxygen. The government levies taxes on roads and is therefore an objective ally of the car circus. Furthermore Belgium, and in particular Flanders, is a giant in the field of car assembly. That makes us especially vulnerable now the sector is undergoing a new, worldwide restructuring that will cost hundreds of thousands of jobs.

This information makes a debate like the one that took place yesterday in the Flemish Parliament slightly unreal. Minds are at work considering transport and safety, but this has not yet led to a coherent approach. That is frustrating, but it is nevertheless a start.

Road safety: what can the Flemish government do?

In the midst of the discussion on road safety that is raging in Flanders, a referendum was held in the municipality of Peer to gauge the views of the population on measures such as speed restrictions and more traffic controls. Of the 12,200 residents of Peer, in Limburg, 4,324 voted. Two thirds voted against the introduction of a maximum speed of 70 kph on local roads, where the current limit is 90 kph, just as many voters are against the introduction of a 30 zone in the centre of villages and 60 % against the introduction of a 30 zone in built-up residential areas. However, there is a majority (56 %) calling for more controls.

Mayor Kelchtermans (CD & V) was rather disappointed by the traffic awareness of his fellow villagers. But he wants to introduce the stricter controls, which did receive a majority, as quickly as possible. Minister for Mobility Steve Stevaert (SPA), who is currently waging a crusade for improved road safety, referred explicitly to the call for greater controls. Nevertheless, people in Flanders are more enthusiastic about this topic than across the linguistic border. And that is largely due to the fact that there are more road-accident fatalities here (871 in Flanders out of 1470 in the whole of Belgium) (FF).

Opinion
GUY TEGENBOS • DE STANDAARD • 14 JANUARY

The results in Peer may well apply to the whole of Flanders. Although it is clear that speed increases the number of accidents and their seriousness, we are still not on the whole convinced about a general reduction in speed limits. If politicians and others want to take the people beyond this standpoint they can try this, willingly, even, but it is here and now their job to first make good what the people really want. Existing rules must be observed and the controls should be strict. Each authority must do what it is responsible for doing. The two most important authorities for traffic are the local and federal ones. It is the duty of local authorities to draw up local safety plans. Until now the Federal Government (Ministers Durant, Duquesne, and Verwilghen) concentrated on launching new balloons to distract attention from the inability to do something about road safety. It has been behaving ridiculously. The Flemish government’s own responsibility lies in modifying the layout of roads. In addition, it must join with the municipalities and mercilessly put pressure on the Federal Government. If this is unable to prove before the summer that it can put tit-for-tat traffic controls in place, the Flemish government must simply initiate the procedure to take the powers away from the impotent government in this area.

BART ECKHOUT • DE MORGEN • 12 JANUARY

Traffic Minister Isabel Durant (Ecolo) must take account like no other of a dual public opinion. If people in Flanders find her too soft with regard to traffic policy, then in Francophone Belgium Durant will soon be seen as a radical woman. South of the linguistic border, dissatisfaction with the high number of road-accident fatalities is considerably lower. That is also logical. All things considered, it is in the chaotically urbanised Flanders and on the ribbon-developed roads of Flanders that most traffic victims are found. Francophones do not see why they should have to drive at only 70 kph on their regional roads. In Wallonia when people see unmanned cameras they do not automatically think of safe traffic but of an invasion of privacy. Albeit we must not press home this cultural cliché too far.
Sky clears up for DAT

DAT, the successor to Sabena, has successfully struggled through the difficult course of the start-up phase. With the cancellation of the debts owed by DAT to Sabena’s financial coordination centre, SIC, the last major obstacle has been removed. Fifty-nine million euros has been cancelled, 50 million euros is being converted into DAT shares. All 53 SIC creditors gave their agreement to the recovery plan. For the SN Airholding group of investors the way is now clear to transfer their 180 million euros of fresh money to DAT. It is high time, since the coffers are empty and on 1 April DAT has to repay the bridging loan of 125 million euros to the Belgian Government. In addition to the Brussels and Walloon Regions and a group of private investors, Richard Branson’s Virgin Group has also taken an interest of 24.5 million euros. An agreement has also been reached with the banks concerning the second condition imposed by SN Airholding, namely cheaper leasing terms for aircraft. The first priority for Sabena’s administrators is now to allow the SIC to go into voluntary liquidation. This is intended to prevent the Commercial Court from declaring SIC bankrupt. The task of Etienne Davignon and Maurice Lippens, the driving forces behind SN Airholding, is done. Without them DAT may well never have come into being. They are now passing the torch to DAT Chairman Rob Kuypers. For him and his team there is a long road ahead: new capital injections must be found, an African network must be established and possibly a collaboration must be entered into with Virgin in a sector where the competition is massive (FF).

Opinion

GUY MEEUSSEN • DE FINANCIELE ECONOMISCHE TIJD • 16 JANUARY

One plus point for the new company is the Collective Labour Agreement that was entered into just before DAT Airlines started up and which cuts personnel costs by 20 to 30%. The company has also insisted on better leasing terms and interest charges have been significantly reduced by the fact that all debts have pretty much disappeared. But there it stops. Up to now DAT has only been able to prove itself with four successive promotional prices and because it flies to a number of destinations for which the Belgian customer has no alternative. The investment plan drawn up by Arthur D. Little for DAT states that long-haul flights are a requirement to make the company profitable in the long term. But more money is needed for this than is currently available. Then there is the relationship with Virgin Express. At present a competitor of DAT, although the two split their flights to some destinations to avoid commercial suicide. Virgin and DAT are working on a merger, but that is far from evident because they are each using a different business model. Finally, DAT has to compete against cheap airlines such as Ryanair, which attract not only tourists but also thrifty businessmen. And all this in an ailing aviation sector. With the agreement of SIC’s creditors DAT has won a major battle, but the war will run on throughout 2002 and most likely end in 2003. Surviving this difficult period is the next challenge.

Airport dealt double blow by bankruptcies and 11 September

The attacks on 11 September and the bankruptcies of City Bird and Sabena caused passenger traffic at Zaventem in November and December to fall by 43.4%. This can be seen from the annual figures of the airport operator, BIAC. Over the whole year the number of passengers fell by 1.96 million to 19,679,613. The number of ‘tax pax’ beginning their journey in Brussels National fell by 25% due to the bankruptcy of Sabena and in December by 20% compared to the previous year. It is these passengers who provide the airport’s income. Due to the same bankruptcy the number of transfer passengers fell in December to one tenth (from 245,314 to 24,042). Over the whole of 2001 the number of flights in Zaventem fell by 6.28% to 305,537. The latest figures show that Zaventem is slowly recovering. In the first weeks of January the loss was only 15% compared to the same period last year. According to BIAC (De Standaard, 15 January), the development of transfer traffic stands or falls by the success of one or more companies (DAT, Virgin Express) operating with Brussels as their base.

One for the new DAT Chairman, Rob Kuypers, told a different story concerning the future of the new airline at his first press conference. DAT will be profitable as early as next year, even if the network will remain limited to Europe, Kuypers says. A merger with Virgin Express is being prepared in work groups (FF).

GEERT SCIoT • DE MORGEN • 17 JANUARY

Kuypers has now let it be known that for the time being DAT will not be employing more than 1,500 people. There is no more talk of the 2,500 Lippens and Davignon had mentioned previously when proposing the project. In Europe DAT will link around 40 destinations with Brussels. The figure is already 33, and in April around six more cities will be added. According to the former boss of the carrier DHL, DAT will initially concentrate on business travellers. What is more, the company will also examine whether a merger is possible with Virgin Express. ‘The current market conditions have created a unique opportunity to merge the two companies and thereby avoid competition.’ Virgin would want to drop the name, the layout of the aircraft and the commercial approach. Neil Burrows of Virgin Express announced that Virgin’s Boeings and staff would have to be integrated in the event of a merger.
Water treatment company must pay 21% VAT

Aquafin is the private firm that treats the waterways on behalf of the Flemish government. Now this company is coming under threat because since November last year it has had to pay 21% VAT (to be paid at federal level) on its activities. Until recently this was 6%. As a result, the planned water treatment work in 2002 will cost 43 million euros more. But Flanders does not intend paying this extra cost, confirmed the spokesperson of Budget Minister Dirk Van Mechelen (VLD). However, the Flemish government is trying to come to terms with the federal level over a VAT percentage of 6%. Aquafin, however, is threatening to stop all planned work in 2002 (FF).

380,000 Belgians cannot repay their debts

In 2001, the number of Belgians who have problems repaying their debts rose by 3.1%. In total some 380,000 Belgians now have repayment problems, good for an amount of some 1.846 billion euros. The figures come from the credit centre of the Nationale Bank, the so-called Black List. (FF).

With 237,118 problem cases the installment loan is the biggest category. Here the average amount in arrears is 3,650 euros. And with credit sales there are 81,893 problem files with an average amount in arrears of 1,475 euros. For lease financing (leasing contract for private purchases) there are 9,378 problem files averaging 470 euros. The use of credit cards is good for 169,345 cases. Here the average amount that cannot be repaid is almost 1,500 euros.

The modern manager is not a specialist: not in production, not in finance, not in human resources, not in marketing or sales. He is a leader. The gurus compare the manager to a professional basketball player and sociologist by training, fits the profile of the modern manager perfectly (FF).

Theo Dilissen, manager of the year

Last week the readers and editorial team of the business journal Trends voted Theo Dilissen Manager of the Year. He beat Hugo Powell (Interbrew) and Marlène Voncken (Neuhaus) to the title. Dilissen succeeded in implementing a ‘turnaround’ at the Flemish technology firm Real Software. Together with Lernout & Hauspie, Real Software was the darling of the Flemish investor until the beginning of 2000. The reckless take-over policy of Dilissen’s predecessor and founder Rudy Hageman and the collapse of the IT market had pushed Real Software to the edge of bankruptcy. Hageman lost the confidence of the banks and was forced to resign. Dilissen, until then second in command, became the new CEO and was able to get things back on track. Clearly Dilissen also has the exposure accounted Real Software in the press to thank for his election, feels Knack. But Dilissen, former professional basketball player and sociologist by training, fits the profile of the modern manager perfectly (FF).
Neighbourhood father project in immigrant district

From this week a neighbourhood father project is beginning in Mechelen. Eleven immigrant fathers will patrol problem areas in the evening and bring Moroccan youths who cause trouble into line. Giving the youths a good talking-to is their only weapon. The project emulates a similar initiative by the immigrant community in a district of West Amsterdam. There, crime levels fell by 50% in a year. The project was imitated in several Dutch towns. Now Mechelen is also following suit, and it is Antwerp’s turn in March (FF).

STEVEN SOMERS • HET LAATSTE NIEUWS • 15 JANUARY

‘The fathers will ‘be present’ on the streets between 9 o’clock and midnight and speak with the youths if necessary,’ says Alderman Ali Sal-mi (Agalev), who together with Mayor Somers (VLD) imported the project from Amsterdam. The neighbourhood fathers will be given an ID card, premises in which to keep warm, and a coffee machine. They are taking on the job voluntarily, with no pay. The fathers who were introduced at Mechelen City Hall are aged between 45 and 55. They are all labourers or pre-retired househusbands, such as the former paint maker Harmach Sghik (53) and the ex-jointer Ekchouchou El Mustapha (50). ‘I am doing it for the sake of respect for immigrants,’ says Sghik. ‘Many Belgians think that we are not accepting our responsibilities as fathers. That we force our children onto the streets and neglect them. We must rid the world of such preconceptions.’ El Mustapha: ‘Mechelen has 5,000 Moroccans. The majority of immigrants live packed together in ghettos, which forces young people onto the streets. Add to that the Mediterranean habit of hanging around chatting on the streets until late in the night and the tensions with immigrants become obvious.’ Sghik and El Mustapha expect that young people will show respect for the voice of their elders, as their traditions dictate. ‘But if the government does not urgently give our young people more space, the problems will remain. We have therefore asked Mechelen City Council for a youth centre with computers and a table football game.’ El Mustapha sees another burden on the project: ‘The aim is to get immigrants to also take part in the neighbourhood father project. If that does not happen, we will be missing a chance to close the gap between the two communities.’

Bordello makes gallery out of red-light district

Antwerp’s red-light district used to cover seventeen streets. But now the city’s council has decided to crack down on prostitution, there are only three streets left. In the others the whores have all gone, and the red-light district of the so-called ‘seaman’s quarter’ appears as good as dead. Deliberate dilapidation, some are whispering, because property brokers are hoping to establish offices there. No one believes that Bordello, a campaign by artists to save the district, will change the council’s mind. But the event, in which art is exhibited and sold in brothels, has struck a chord as far away as the Netherlands and Germany. Canvas, the VRT’s second network, devoted a cultural magazine to the issue. The artists will present their photos, paintings, sculptures, films, installations, musical acts, and performances in 21 brothels, behind 76 windows. From 17 to 20 January, a further four days from 14 February with the emphasis more on literature-and a third edition from 30 March (FF).

STEVEN DE FOER • DE STANDAARD • 16 JANUARY

The man behind Bordello is Kris Verdonck, a freelance photographer and journalist. Verdonck proudly explains which artists are involved. Top of the bill are Wim Delvoye, world-famous thanks to the Cloaca toilet, and Anne-Mie Van Kerckhoven. Also Pierre Mertens, Fred Bervoets, Danny Devos, and a whole host of lesser gods: up-and-coming talents, but also brothel-keepers who with nothing better to do spent a year at the academy and are lifting their brushes again for a good cause.

The American photographer Silvia Usle has forwarded her portraits of New York hookers, and the German Carola Mücke is bringing a film and an installation. Thanks to her Bordello is also the talk of the town in the artistic circles of Cologne and Berlin. Verdonck’s phone has not stopped ringing. ‘ZDF, Arte, almost all the Dutch audiovisual and written media. Unbelievable, isn’t it?’ Bordello 3 (from 30 March) is intended to be the apotheosis, Verdonck is then dreaming of an illustrious international field of artists. He is counting on global advertising in the art world. The organisers know that they are on the edge of the law, by breaking into sealed buildings without the permission of the city council. Only Culture Alderman Eric Antonis has shown any sympathy. And therefore Verdonck is trying to break the rules he agreed with local police chief Serge Muyters. If the police act like prudes, the presentation by Vitalski, the ‘night-mayor of Antwerp’, can also lead to difficulties. After all, during his acts he is often accompanied by several women of doubtful reputation with an S&M act. Who will take offence at a vibraphone whose strings are driven by vibrators, a creation of Dan Decalut which according to Verdonck ‘is visually strong and produces a unique range of sounds’? Or the Suckmachine installation-it does exactly what the title says-by Vaasteman? But it can also be subtle and sober. Pierre Mertens has
produced a panel on which stand the words ‘Look at me’ in silicone Braille characters. Because works of art and whores are related: they are peeped at from head to toe. The artists are also very happy with the cooperation of the district: the residents, the whores, the madams. The organiser Kris Verdonck has joined in with Heads, a photo-col-lage of the faces of people in the throws of orgasm. www.BORDELLO.BE

Diary

MUSIC, DANCE, THEATRE

- 26 January: Mario Joao Pires, PSK, Brussels; info: 02/507.82.00
- 26 January to 4 February: Music from The Silk Road: Yo-Yo Ma (cello, and 29 Jan.), Sunciiro Hisada & Ensemble with music and dance from the No theatre (26 Jan.), Masters of Persian Mus with Mohammed Reza Shadjarian (27 Jan.), and Yala & Zeybek (Turkey, 31 January), PSK, Brussels; info: 02/507.82.00
- 2 January: Festival Sentext, STUK Arts Centre, Leuven (new location); info: 016/320.300 www.stuk.be
- 25 January and 1 February: Flemish Radio Orchestra with Nikolai Lugansky with music by Rachmaninov and Buckinx, PSK, Brussels and De Bijloke, Ghent; info: 016/29.41.91
- 25 January: Jesus Christ Superstar, Broadway production, Vorst Nationaal, Brussels; info: 016/29.41.91
- 27 January: Festival Sentext, STUK Arts Centre, Leuven (new location); info: 016/320.300 www.stuk.be
- 25 January and 1 February: Flemish Radio Orchestra with Nikolai Lugansky with music by Rachmaninov and Buckinx, PSK, Brussels and De Bijloke, Ghent; info: 016/29.41.91
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EXPO

- Until 31 January: José Vermeersch, retrospective exhibition, PMK, Ostend; info: 059/50.81.18
- Until 24 February: Körperwelten, an exhibition of anatomy by Prof. Von Hagens (Germany), Kelders Van Cureghen, Anderlecht; info: 02/528.19.00
- Until 27 January: Railways 44, exhibition 75 years of Belgian Railways Company (N M BS), Passage 44, Brussels; info: 02/222.57.37 www.dexia.be
- Until 2 June 2002: Brains in action, exhibition, Museum of Natural Sciences, Brussels; info: 02/627.42.52 www.natuurwetenschappen.be
- Until 17 March: Europe in Euphoria (1851 - 1913), exhibition, Royal Museum of Art and History, Jubelpark, Brussels; info: 02/741.72.11 www.europaeuforie.be
- Until 1 March: Desigel, Antwerp; info: 03/248.28.28 www.desigel.be
- Until 3 February: cartoons, exhibition: The art of Alex Raymond, Belgian Centre for Cartoons (BCB), Brussels; info: 02/219.19.80
- Until 31 January: Ten Spanish sculptors, exhibition: Capa Esculturas, Brussels; info: 02/513.18.08 64, Brussels
- Until 15 February: The Jewish Resistance 1939-1945, organised by B'nai Brith, the Army Museum, Jubelpark, Brussels; info: 02/737.78.78
- Until 2 February: Travis, Ancienne Belgique, Brussels; info: www.abconcerts.be
- Until 27 January: Dai xiaolian & China Beijing Traditional Percussion Troupe, Zuidpershuis, Antwerp; info: www.zuidpershuis.be
- Until 27 January: Modes and images of the 18th century, exhibition, Boom- en Prefabsalon Brussels; info: 02/219.19.80 www.bow-en-prefabsalon
- Until 28 February: Treasures from Spain, enamel art from the Benedictine Monastery Santo Domingo de Silos, BBL-CC, Brussels; info: 02/547.22.92 www.seacex.com
- Until 27 January 32 nd Art and Antiques Fair of Flanders, Sint-Pietersabdij, Gent
- Until 17 March: Flemish art in exile, Museum of Fine Arts, Ghent; info: 09/240.07.50

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