

## Contents

<b>Podcast Information</b>	<b>2</b>
<b>Transcript</b>	<b>2</b>
Podcast Introduction (0:12 – 3:10)	2
Episode Introduction (3:10 – 3:55)	3
Getting to Know Cargonomia (3:55 – 9:44)	3
Economic Considerations (9:44 – 20:24)	4
<i>“We don’t call it work” (14:07 – 16:25)</i>	5
<i>Alternative Economies (16:25 – 20:24)</i>	6
Cargonomia’s Agroforest (20:24 – 22:51)	7
The Socio-political Context(s) in Budapest and Hungary (22:51 – 28:26)	8
What the Future Holds (28:27 – 31:10)	9
Conclusions (31:20 – 35:58)	10
Disclaimer (35:50 – 36:15)	11

## Podcast Information

Topic: Exploring Solidarity Economies across food and mobility in Budapest

Hosts: Ian M. Cook, Kate McGinn

Guest: Orsolya Lazányi of [Cargonomia](#)

Recording date:

Publishing date: 22.11.2019

Link to Podcast: <https://podcasts.ceu.edu/content/sustainable-food-and-transport>

## Transcript

### Podcast Introduction (0:12 – 3:10)

**Ian:** What do you hear? I can hear people travelling across town to work, sitting alone in their cars, bumper to bumper with unseen strangers. I can hear food in lorries arriving from all over the continent to be stocked on supermarket shelves. And I can hear rubber on concrete all around me.

And here we are standing amongst the traffic, making a podcast about environmental sustainability and justice. That might seem daft because cities, at least in many people's imaginations, are environmentally unsustainable and unjust. They eat resources, create divisions spew out waste, and they are, often, facades of concrete that sprout traffic jams and busy, stressed-out money-minded people.

**Kate:** But there's plenty of reason to be optimistic as well. Cities are also places jam packed full of amazing initiatives, places where people co-create different approaches that think through sustainability and justice side by side. In fact, one of the things that make cities so special, we think, are their constraints. Constraints of space, constraints of resources, constraints of peoples' supporting and conflicting opinions. And it is these that often prove to be the stimulus to find a better way of doing something, a more creative approach to solutions.

**Ian:** And this is where this podcast wants to start from. My name's Ian M. Cook and I'm a research fellow at the Central European University. I'm also an urban anthropologist and a podcast producer. And I'm joined by Kate McGinn.

**Kate:** And I am a Fulbright fellow at the Central European University.

**Ian:** And with this podcast, we want to create a sort of arena, a place where different ideas, approaches, solutions, notions, emotions and potions will be integrated through conversations with really, really fascinating people who, in different European cities, have been tackling issues around unsustainability and injustice; basically, a smorgasbord of people who are trying to make or remake our cities.

In this arena for your ears, I'll be playing the role of a friendly angry lion trying to eat the gladiators. I don't think anyone wants to listen to a podcast that's full of worthy people

being overly worthy. So I'll be pushing the guests, playing devil's advocate, and in doing so, hopefully help us better understand what they're up to and why it matters. Now, I'll not agree with a lot of them and you'll not agree with a lot of them, and they won't agree with each other all the time. But that's the point. It's an arena out of which hopefully something new might arise.

**Kate:** It's an ongoing exploration into thinking about sustainable and just cities in Europe. We want to do this with local cultural and political contexts in mind, but also with an ear on how approaches can be transferred to different places. Aside from approaches, there's going to be podcasts on drivers of injustice and unsustainability, especially in regards to how they interact, podcasts on governance. And when we get towards the end of the journey, some podcasts on policy solutions as well.

**Ian:** This podcast is part of a three-year project, UrbanA - Urban Arenas for Sustainable and Just Cities.

### Episode Introduction (3:10 – 3:55)

**Ian:** And in this first episode, we're going to speak to Orsolya Lazányi, one of the co-founders of Cargonomia – a Budapest based low tech logistics centre providing solutions for the transport of goods through cargo bikes, a collection hub and distribution point for locally produced and organic food, and a place for community activities dealing with sustainability, transition and degrowth. But anyway enough of us two talking because right now I'm going to get on my bike, leave this traffic behind and cycle on over to Cargonomia HQ, and speak with Orsi about sustainable transport, organic food and alternative economics. See you in a bit Kate!

### Getting to Know Cargonomia (3:55 – 9:44)

**Ian:** Okay, so thank you very much Orsi, we're here now in the headquarters of Cargonomia and I was going to explain it, but maybe it's better if you do. Tell me, like, where we are and what is it you do here.

**Orsi:** Yeah, hi, and so welcome in Cargonomia in the Seventh District of Budapest, um, so one of our- our activities, they send the boxes- the vegetable boxes to [inaudible] each week. Each Thursday, we distribute the vegetable boxes of this organic garden. And this garden says they produce not in a conventional way, like in the in the in the markets, that you can pick what you want. But they sell vegetables- vegetables in boxes. So every week they sell what is produced, what's- what's grown during the week. And it makes it much easier. The- the operation for the for the farmer.

And one of our other activity is, uh, is promoting the usage of- of cargo bikes. And one of the way to- to do that is, uh, to- to have this bike messenger company, uh, to get the boxes delivered by the cargo bikes, but we also would like to- to make the cargo bikes accessible for- for average people, average citizens in Budapest and since, uh, since 2015, when the- we founded Cargonomia, uh, we promote cargo bike usage for everybody.

Uh, and in 2018 spring we started cargo bike sharing system in cooperation with the [Commons Cargo Bike Network](#), which is a German based network or forum. And now we have five locations where we distributed our cargo bikes. And each place is a community

place who is committed to the local sustainable mobility. And so besides being a vegetable box distribution point and the cargo bike pickup point is also for us it's a community place.

**Ian:** Yeah. So, I mean, as far as I understand it, so far, you're in touch with farmers not so far outside Budapest and it gets delivered here and people are either collecting or you're delivering. And also people can rent cargo bikes from you. But you said there's other activities, so what else is there that you do?

**Orsi:** Yes, we are also involved in urban gardening projects. Last year we started an urban agroforestry project actually that was developed by a French PhD student, and in cooperation with her in one of the other district of Budapest, we started to develop, uh, an edible forest, uh, which is a new- well not so new actually, it's an old concept of- of gardening, but it's about that gardening shouldn't be only about growing vegetables, but we should combine the other elements of the nature, like the trees, for example, bushes and other edible- edible plants.

And, um, it's an open garden. So everybody can, uh, can visit. There is no fence. Everybody can- can use the place. And while it's still quite small because obviously trees need time to grow, uh, but, uh, every week there is some people going there and who are interested in asking what is it? And- and, uh, for us, it's a very good way to promote the idea of- of how much urban gardening is- is important, not only because of biodiversity.

And- and obviously, we won't feed Budapest with one garden, but, uh, to- to get- to get the idea. And, uh, yeah, none of us is expert in farming or gardening, but we learn and it's also fun. So yeah. So summarising we have these three- well we have three, uh, very concrete, uh, activities. The first is the boxes, the vegetable boxes distribution. The second is the cargo bike sharing. And the third is um- is this urban garden, uh, gardening project.

And as a fourth, uh, activity, I would mention our educational activities because it's also important for us that, uh, that we even we welcome people here in our headquarter or we- we visit, uh, schools, universities, kindergartens, or other community places about these topics. For example, two weeks ago, a community place invited us to- to bring some cargo bikes and this community place is located in one of the outer districts of Budapest.

And- and they opened a place for students from high school. But from lower classes. And we came with two cargo bikes and we spent like three hours there while we were invited only for two or one and a half or something like that. But they were very, very enthusiastic. Then they- they asked a lot of questions that what you can use a bike for and how you can rent it and whether they can build it. And, uh, and it was great to- to see.

### Economic Considerations (9:44 – 20:24)

**Ian:** And so what you're- what you're doing is as I understand- I'm just wondering how then it's- how are your activities maybe are funded? So I imagine in terms of the farming and the box distribution, this is in some way an economic activity. I mean, this is how you can fund the rest of your activities or do you rely on grants or how is it you managed to pay for your work?

## UrbanA Podcast – Episode 1 Transcript

**Orsi:** All of us, uh, we work for free in Cargonomia, we are all volunteers. Uh, we yes, we have some monetary income, but, uh, we really would like to, uh, not use money. We consciously trying to- to minimise the- the monetary income. income we get most of our projects is, uh, is always based on the resources we already have. So we are not looking for a new project to create income, but we are looking for meaningful projects which can be carried out easily based on the resources we already have.

Uh, for example, the cargo bike sharing system, which was initiated, uh, one year and a half ago, uh, we already had or the- some of the members of Cargonomia had their own cargo bikes. And, uh, and we decided to- to distribute them to- to other, uh, community places. But we contacted community places, uh, who were already our partners.

**Ian:** Um, so if I was going to be a little bit mean, let's say, and I was looking at it from the outside, I'd say, okay, you're- you're- you're- you're saying you want to be sustainable or you want to try all these ideas of maybe different sorts of economies that are not based around profit and so on, but you're all people who are working in various ways and the, you know, the mainstream economy, you might want to then call this your hobby that you do on the side and the way that somehow- the- some sort of income is generated is either for these, you know, large international sort of annual grants or research or state research, and then selling organic food to middle class people in Budapest.

So- so if – I know [Laughter] – if somebody mean like me would say that to you, like what- I mean, how do you respond? I mean, is it- can it- can you- can you scale up what you do? Is it- is it simply just something on the side or how would you respond?

**Orsi:** Yeah. Yeah, sure. It's a great question. And I'm often asked uh; and our answer usually is that- that, uh yeah, we need- we still need a paid job and, uh, and we are lucky because we can organise ourselves that beside our paid job, we can, we can still do Cargonomia. But it's also our job. I mean, we could work for another project. We could- we could look for more income. We could look for more jobs that we are paid.

Uh, but we are not. And we decide to spend our time, uh, in the activities of- of Cargonomia because we are- we believe that, uh, that it's meaningful. Uh, actually, we wouldn't want Cargonomia to be upscaled. The, uh, the size now, it's- it's not perfect, but it's fine. We- we know a lot of people- we know a lot of people who come to pick their boxes, we know the people who, uh, borrow our cargo bikes. And, uh, at this moment, it's how- that's how it is manageable for us. Time to time we sit down and we and we have a discussion about, uh, what should we do. But at the end of it, we always, uh, um, agreed that, uh, that's how we- we, uh, like it at the moment. And because we don't have the- the pressure of- of getting a profit or paying an income for somebody. That's why, uh, we can, uh, do the activities in the way we do. So we don't, uh, we are not pressured to do one more event just because we- we have to- we need to create some income. Um, and also that's why we can make the decision, these decisions based on ecological aspects, for example, because this is very, very important for us.

“We don't call it work” (14:07 – 16:25)

**Ian:** And it's interesting that you say that it's work. I'm wondering is do you see as the same type of work as what you do, your paid work?

## UrbanA Podcast – Episode 1 Transcript

**Orsi:** Yeah, we don't call it work. Actually, it's- it's my vocabulary probably. Yeah. It's an activity we do because- yeah, because work, yeah- it's more related to paid activity for income and there's something you must do. And uh, by participating in Cargonomia, we also try to reorganise and- and reimagine how our every day and how our world would be if, uh, we didn't have to spend eight hours in an office to- to make some work that we don't like to do and- and, uh, and compared to that, how our life could be or how the world could be if, uh, if we do what we like to do and not because we are paid and because we have the contract, but because we want to do so for us, it's also it's- it's a self-reflection process.

And also that's why we decide each year not to have an income from- from Cargonomia, but to keep this, uh, this informal, uh, the informality in the corporation. Uh, beyond our practical activities, like the box distribution, the cargo bike sharing system, uh- oh, the urban garden projects, we also try to experiment an alternative, uh, economic organisations because we believe that the organisations which- which aim is to- to create profit and who are acting on the- on the market in the market economy, they can only make unsustainable- ecologically unsustainable and socially unjust decisions and- and we try to question that and we try to experiment that, okay, if we take out this profit pressure, whether we are able to act based on, uh, ecologically, uh, and socially just aspects.

### Alternative Economies (16:25 – 20:24)

**Ian:** Mm hmm. Mm hmm. And it's- and it's sorta- it's interesting that you're saying you're trying to work out alternative economic ways of organising yourself. Can you- can I- can I push you a bit more on this? Like h- what do you call these things that you do then? If it's- if it's- it's- it's not capitalism, then I guess- quite clearly- then what is it that you're- wha- what are your alternative economies that you're building.

**Orsi:** Yeah. So, one- one way to- to approach it is the social and solidarity economy. Uh, according to- to this concept, the economy shouldn't be centred around market, but also informal groups should be included in the economy, the informality, reciprocity, solidarity and also redistribution. Um, and, uh, maybe a broader concept and also maybe even a more radical one is degrowth concept, which questions the economic growth, doesn't believe that infinite growth exists and that we should, uh, reorganise, uh, th-the- our lives not based on money and- and- and based on the ever growing economic system, but, uh, but there's more human, uh, human aspects; well-being, uh, the how we relate to nature, how we interact with nature and each other, uh, what, what we call work, uh, for example.

And ,uh, and we try to experiment it in Cargonomia within the existing system, uh, which is the market- market economy. And, uh, of course, we say we face, uh, (.) challenges, uh, every day. But for example, the cargo bike sharing system is based on donations, is based on, uh, on, uh, on, uh, free donation, uh, from the people who would like to borrow bikes. So we try to make small, small changes and we- we try to promote it to, uh, to- to other people.

**Ian:** Yes. I mean, could you give me an example then, like you mentioned? Okay, then there are people who donate, or people would do- or people would maybe do things outside of just giving money. Can you give me an example of what that might be?

**Orsi:** Uh, some similar orga- other similar organisation ask us sometime if- if they could use one of our cargo bikes and if it's- if it's for, um, um, a meaningful purpose, for example, to collect waste along the Danube or delivering, uh, used, uh, Second-Hand clothes to- to poor families, often we- we give the bikes, we give them uh bikes for- for free in the for cooperation. Uh, so the- the main goal of the project is to- to promote sustainable mobility in the in the city, which is a big problem in Budapest at the moment.

So we are not only trying to to, uh, make the bikes accessible for as many people as we can, but we also pay attention for how the bikes are constructed. And, uh, we try not to buy bikes, uh, built in China and then transported to- to- to Hungary. Most of the bikes in our system, they are constructed here in Hungary, actually at, uh, our other, uh, partner organisation, which is called [Cyclonomia](#), uh, which is, uh, DIY or do it yourself, uh, bike workshop. Uh, and, uh, and most of the bikes in our system were constructed here, uh, at this place. Uh, so even the bikes are locally constructed. So- so with the promotion of cargo bikes, we are also trying to help local, uh, cargo bike builders.

### Cargonomia's Agroforest (20:24 – 22:51)

**Ian:** So, in spite of the cold and rainy weather we got here in Budapest this rather cold October evening, we decided to head out on our bikes and continue our conversation in one of the community gardens Orsi mentioned that Cargonomia are involved with. So, yeah, let's get on our bikes and then, yeah, continue our conversation once we reach there.

Okay, so we've had a bit of a cycle out now away from the headquarters- HQ of Cargonomia now. Yeah, well, maybe you tell me where are we?

**Orsi:** So, we are in one of the outer districts of Budapest where last year we- we started to develop the urban agroforest, we planted a few trees, and while they are not so huge yet, as you can- as you can see, but it's kind of a success because, uh, most of them survived the winter. Uh, and, um, and, uh, so around the trees, there are some, uh, small bushes which are producing- uh, supposed to produce some, uh, some berries. Uh, and, uh, well, now you can't see anymore, but during the summer, there were some- some few- few edibles, uh (.) vegetables and- and herbs. Uh, and, uh, well it's supposed to be a community place we are planning to- to build, uh, um, uh, some- some benches so that people can- can come here and, uh, and enjoy the garden and the compost box so that people who live around can, uh, uh, can bring their own compost here.

And we would like to, um, uh, encourage people so that they come and- and uh, uh, plant their own plants. Also this summer, uh, maybe you can't see the rest of it, but, uh, somebody planted some tomatoes and, uh, we were quite surprised in the middle of the week there were some, uh, toma- tomatoes appeared and well, of course, it's- you can't call it a forest yet, but you have to start, uh, start somewhere and um.

Yeah, and what's also important, that is used to be an illegal parking plot. Uh, so there was nothing, no nature here. Uh, basically, uh, but we know we tried to create something alive- alive here. With the people who live around.

## The Socio-political Context(s) in Budapest and Hungary (22:51 – 28:26)

**Ian:** I was wondering about how much of what you can do in terms of, for example, um, the informalities that exist within Budapest or within Hungary that hasn't been completely taken over by the market or the just more general – especially amongst the older generations here – not to buy things, but to fix things like which is definitely stronger – I think – in- in Hungary than what you would find in parts of Western Europe. So I'm wondering, how do the specificities of being, you know, in Budapest or in Hungary, how do they help or also hinder, um, the sort of- the types of activities that you're trying to do?

**Orsi:** Uh, yeah. So you mentioned informality. Well, it's definitely help support what we do. And, uh yeah, based on my experience or what my friends tells me from- from Western Europe it's definitely, uh, a positive thing that- that still exists in this part of Europe. Uh, one of our main strengths is that we can cooperate with our groups, our other civil organisations in Budapest, and I believe it's- it's, um, it's because of, uh, this this informality that, um, everybody's used to that.

**Ian:** I suppose the wider political context in Hungary is not necessarily pro-environment sustainability, at least the general political mood, I would – and you can disagree with me – and- and also, um, maybe a bit of scepticism from, um, the ruling party and the sort of the dominant political force in society that- that- that we should really be caring about the environment, at least certainly not in the way that- that you do at Cargonomia, and, um, and I suppose the many people could say that there's a relatively okay justification for this, because there's still certainly large parts of Hungary outside of Budapest, in eastern Hungary, where some basic infrastructural problems are really there, like, you know, decent roads, sewage linking houses and so on. So they could say, well, you know what, this is fine. Let those- let those, um, let those kids do that in Budapest. But actually, we have a- we have more urgent things we should make, you know, we should actually be building roads and real infrastructure, um, you know, in the sort of- the old idea of development, before we start to worry about, you know, organic food boxes. So maybe politically this is a challenge for your activities?

**Orsi:** Um, yeah so in Hungary I think it's been always difficult to- to- to work with the decision makers, uh, as a researcher and- and as a civil actor as well. And, yeah, and it haven't improved in the in the last year- last years. Let's say, um, to be honest, us in Cargonomia we-we- never, um, get any direct negative impact, uh, because of, uh, of- of the local political climate, but it doesn't mean that it didn't worry- didn't worry us, and especially in Budapest, in the in the capital there, uh, um, at least the narrative of the decision makers were against bikes and so on. And so we don't- we don't even speak about cargo bikes, only bikes. But it's very interesting because on one hand, the narrative was- was against the bikes, but at the same time, a lot of bike roads have been built and bike infrastructure have been improved.

And yeah wh-what's difficult I think that there is a big difference between Budapest and the rest of the country and the rest of Hungary. And, uh, we try to, um, to reach out to the countryside, to- to villages, to- to smaller towns. Uh, but still, we live in Budapest and, um, we realise that, well, you can make an impact where you live and you can travel sometimes to- to a village, but we don't live there, so we don't see the local problems. And, um, and we are aware about, uh, about this gap and we are aware about that, yeah, we

are in Budapest and there are, uh, wealthier people buying the vegetables, there are, uh, well-educated- educated people using the cargo-cargo bikes because they know that it's more sustainable and they know why is it important.

Um, and, uh, and it's difficult to reach out to villages, where people imagine that, uh, wealth is about, uh, having a car. And, uh, until it's not changed, we cannot propose them- uh, it's very challenging to propose them a cargo bike because they see cargo bike as not as, uh, as a great, useful, sustainable tool of transportation, but something which looks cool, and they want to to- to look classy and fancy and- and it's very, very difficult to change. So we are aware of that, about this this problem. And we try to reflect on that. Uh, but also we believe that we act on the field where we can, uh, and- and if we have the possibility, we-we-we try to cooperate with other people who are more experienced in reaching out to- to other, uh, other places in Hungary as well.

### What the Future Holds (28:27 – 31:10)

**Ian:** So my as my final question, so you've been going since 2015. Yeah. I don't use the word grow cause I know grow's a dirty word around here, but you you've consolidated yourself and I mean, you're relatively known, at least in certain circles in Budapest, and you've now, you know, expanded into different activities. But you also said earlier on that you didn't want to scale up any- necessarily any bigger than what you are. So I'm wondering then, what do you imagine yourselves doing in the next few years?

**Orsi:** Yeah. So you are right. You framed it well, we don't want to grow, but, uh, we would be glad to share our experience. And for example, if other people want to start urban agroforest or permaculture or community garden, uh, we are happy to- to share our experience and support local initiatives to- to start, uh, activities similar or- to ours or based on- on the same logic, for example, to create cooperation between already existing organisations. Uh, it's, uh, it's a very easy way to create synergy- synergies and- and to create new activities. And we would be very happy to- to share it. Um, and some of our projects could be- could be upscaled like the cargo bike sharing system or amongst others, uh, but only in cooperation with, uh, with the local municipalities or uh or with other organisations.

**Ian:** And the future's bright you think? You're optimistic about the next few years?

**Orsi:** The next fe-few years? Well, I'm optimistic because of the of the, uh, the changes in the, uh, in the local elections in Budapest. But we'll see what will really become true or will become real. Uh, so the next few years, I am optimistic. But in the next decades, well we don't know, I'm a bit less optimistic, I don't think we have time to change the world. But, uh, I think we can- we can create small solutions so that after a bigger crisis or after the transition, let's say we have some solutions that we can use, for example, local food production, uh, mobility, which is not based on- on fossil fuels and so on, and I-I believe that we are creating also a network - network of people who- who are carrying out activities to survive.

**Ian:** Thank you so much Orsi.

**Orsi:** Thank you.

### Conclusions (31:20 – 35:58)

**Ian:** All right, so I'm back with Kate, who was listening into the conversation via a solar powered, hidden microphone, and we're sitting in a warm, cosy, and very pink studio in Budapest. So, Kate, what- you were listening, did you find anything particularly interesting in our conversation?

**Kate:** Yeah, I did. One of the things that stuck out to me in particular was this huge emphasis on education that Cargonomia does. They not only try to rent bikes and maintain community gardens, but they're trying to educate people on how to do their own urban farming and urban gardening, but then also how food is produced, where it comes from, how to live sustainably, and I think these are things that maybe are a little bit less tangible but are so important to Cargonomia's as initiatives and its mission.

**Ian:** Yeah, it's interesting because I mean, we're in Budapest, so I know them a little bit. I have known their stuff, but I never actually knew about their educational stuff. I know them as the people with the funny bikes wh-wh-who drive around town because that's some- and the delivery of organic food. And, um, and I suppose that fits in with their- I mean, Orsi was- was- was hinting it towards the end of her discussion that, you know, maybe it's too late to save the world, but maybe they need to have things in place for when the world collapses. And I suppose that's when education is really important right? Because if, you know, if all of our food transport links break down once we run out of carbon and and, um, and then we need actually people educated in how to grow their own food and how to look after themselves.

**Kate:** Well, and that's how people change their minds if they really understand how difficult it is to produce food, how challenging it is to, you know, farm, a thing of broccoli, all these things are sometimes they just seem to pass us by because we just buy things from grocery stores and totally forget about the production cycle that goes into one potato.

**Ian:** Do you know how to grow broccoli or potatoes?

**Kate:** That is a good question. Go to the local Lidl and that's it.

**Ian:** The- I suppose I mean if- I mean, I was trying to push her a bit about being a bit critical- being a little bit critical in terms of scale. I mean, I understand her argument in the sense that, okay, like they're doing- they want to do things of a certain size, that's what they can do. And they would like other people to learn and replicate and are happy to share that. But I also um- if we do think, you know, that we're coming to the, you know, sort of a critical point in the history of our planet as what say humankind is really the history of our planet, then I wonder, you know, can small sca-, you know, small scale initiatives, I don't want to say it's like, you know, shifting deck chairs on the Titanic as it's getting ready to sink.

## UrbanA Podcast – Episode 1 Transcript

But you might feel, you know, somebody could say, but come on, guys, you know, you need to think big. This is a time for, you know, turning your local initiative into something on a not only a country-wide, but a global-wide scale, because otherwise we're all screwed. [Laughter].

**Kate:** But I actually think urban ag can be scalable and can be massive. I mean, Orsi said one farm can't feed Budapest, but several farms, I think, do have the potential to do that potentially. If you look at a country like, ah, a city like Havana, they've done tremendous work in urban ag. And I mean, studies say that something like 90 percent of Havana locals get their food from urban ag communities and farms. Obviously, you know, things happen in Cuba that complicate that history and make it maybe harder to replicate here in Budapest or in other cities. But I do think there's a lot to be learned, and I think there is room to be hopeful for scaling community gardens and scaling that idea so that more community gardens can exist in a place like Budapest and then hopefully be a substantial source of food for cities.

**Ian:** Well, that's – and I apologise, Kate, for this point – that's plenty of food for thought, but if you listening wherever you are listening, want to join in the discussion, we really want you to join in the discussion. Maybe you want to take issue with some of the claims Orsi made or maybe you know other interesting or innovative solutions to urban injustice and unsustainability. Or maybe you just want to send us gushing praise. If so, there's lots of ways you can contact us.

**Kate:** Yes, you can email us through the contact form found at our website [Urban-Arena.eu](http://Urban-Arena.eu) or at [UrbanA@CEU.edu](mailto:UrbanA@CEU.edu). And you can also find us on Twitter or Instagram at the handle @Arena\_Urban.

**Ian:** All right. That is it from us. Thanks a lot for listening. bye!

Disclaimer (35:50 – 36:15)

This podcast is part of a three-year project – UrbanA: Urban Arenas for Sustainable and just cities. It was funded by the European Union's Horizon 2020 Research and Innovation Programme.