

**Automobility in St. Gallen:  
How is this still a thing?**

**The neoliberal governmentality of automobility and car  
infrastructure in times of climate emergency in local media**

**A thematic analysis of discourses of car infrastructure in local print  
media in the city of St. Gallen**

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The reduction of carbon emissions in the transport sector and the rise of active modes of transport, such as walking, or cycling is a key element for the achievement of GHG reduction goals in Switzerland set in the Paris Agreement. However, the emissions remained mostly stable since 1990 and new road infrastructure, leading to more motorized (car) traffic, is still in planning in many regions - including urban areas. In this thesis the social, economic and land use problems of automobility are introduced and are then linked to its importance for capital accumulation. Drawing on Foucault's concept of governmentality automobility is here understood as a product of neoliberal governmentality assuring continuous economic growth. A critical thematic analysis of the discourse produced by the local newspapers in the city of St. Gallen is made in order to understand how different forms of transportation and especially car traffic are portrayed in order to create regimes of truth that shape democratic discourse. The study shows that GHG emissions and car infrastructure are not being linked. Rather car traffic is portrayed as something occurring on its own that cannot be absorbed by other forms of transport. Further findings are the overrepresentation of the importance of car traffic for inner city businesses. While the aims for the reduction of car traffic is linked stately coercion, the friction other forms of transport experience are less importance and rather seen as a negligence of the municipal administration

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