



Dear EPA members and friends,

Welcome to the EPA alphabet of this summer newsletter edition:

The first four pages cover the letters **A** as in Awards, **C** as in Congress, **E** as in ESPA, elections or EMV, **G** as in General Meeting, **I** as in Image or Iberian Seminar, **L** as in Liverpool, **M** as in Middle-East-Parking Symposium, **P** as in Parking Trend International or **U** as in upcoming meetings.

From page five the focus is as usual on **B** as in Brussels, **L** as LOGOS, **E** as European Affairs and projects or **M** as in meeting with representatives of the European Commission.

Wishing you all relaxing and joyful summer months,
Gerry Trost-Heutmekers and Elisabeth Herles

EPA Award 2011

The competition is now open for the prestigious biannual EPA Award which promotes excellence in parking in the four categories new, renovated, on-street and innovative.

Check www.europeanparking.eu to download the rules and regulations for the EPA Award 2011 or contact the EPA Secretariat. The deadline for entries is **January 1, 2011**.



Every year the jury chooses one object from any of the four categories for a special jury award. The EPA board has decided that in 2011 the special jury award will honour an object or scheme that has a focus on "green" issues and makes a considerable effort in reducing energy or being climate friendly.

ESPA new signs available now



The European Standard Parking Award demonstrates that the carpark awarded fulfils certain standard criteria with respect to safety and customer services. The revised guidelines are available for download from www.europeanparking.eu or from the Secretariat. EPA has delegated the assessment and presentation of the Awards to the national parking associations. The new ESPA sign for display in the carpark is made from acrylic glass, size: 39,5 x 29,5 cm and has four stainless steel mounting parts. It can be ordered at the Secretariat for the price of € 90,- incl. shipping costs.



EPA General Meeting 2010

The annual general meeting will take place in the historic town hall of Liverpool in the UK on September 24, 2010. Invitations have been sent out to all members at the end of May. Every EPA full member association sends one delegate, guests are welcome. Please return the excel sheet with the registration of your delegate who is entitled to vote in the elections.

There will be elections for the positions of two members of the board. Nominations for elections need to be received in writing by the secretariat at the very latest four weeks prior to the general meeting on Friday, August 27, 2010.

In the evening on Thursday, Sept 23, 2010 all delegates have the possibility to meet informally at their own expenses at 19:30 in this restaurant:

The James Monroe, 69 Tithebarn Street, Liverpool, www.thejamesmonroe.com

If you are planning to participate in this dinner please send a short email to epa@europeanparking.eu

Accommodation: Hard Days Night Hotel, Central Buildings, North John Street, GB-Liverpool, L2 6RR, T: +44 151 236 1964, F: +44 151 255 1263, www.harddaysnighthotel.com

To obtain the special room rate of GBP 140,- incl. breakfast per night please make your reservation before August 23, 2010 stating the booking code: EPA 2409. Afterwards the rooms will cost GBP 170,-

EPA Congress 2011



Parking: the new deal

Preparations for the 15th EPA congress are going well with a multidisciplinary technical and scientific committee who meet regularly to establish the main directives for the scientific programme of the congress. The congress website is now online: Have a look at www.epacongress.eu

The congress will take place in Turin in Italy from September 14-16, 2011.



EMV report



Chairman Sten Ake Hakansson (Svepark), and Egil Ostvik (Norpark) of the EMV task group hand over the EMV report to EPA president Nick Lester on May 18, 2010

The EPA task group on the new EMV standard and its effects on the parking industry has concluded its work and submitted a report on their activities.

This EMV report can be obtained at the EPA Secretariat, please send a short email to:
epa@europeanparking.eu

The results and conclusions will be discussed by the EPA board and will also be an item for the general meeting in Liverpool.

Parking Trend International

Every EPA member association is invited to contribute actively to the content of the magazine. You could suggest themes, authors or send in articles.

Please contact the EPA Secretariat or Marko Ruh, the responsible editor at Maenken Communications
marko.ruh@maenken.com

The deadline for any material to be published in the upcoming September issue is August 19, 2010.

You are welcome to give us your feedback on the new layout.



EPA Task Group Image

The task group will have its kick off meeting in Brussels on July 5, 2010.

Members of the task group are: Tim Cowen, Henk de Bruim, Joao Caetano Diaz, Edouard Lecomte, Peter Martens and Nik Subramanian.

The aim of the task group is to improve the image of the parking industry and make it more recognizable as a tool for urban mobility management.

3rd Iberian Seminar

The 3rd Iberian Parking Seminar will take place in Albufeira, Portugal, from October 20-22.

The title of this years' event is "A Possible City". The Iberian Seminar is a biannual event organized by ANEPE (National Association of

Parking Companies, Portugal) and ASESga (Spanish Association of Parking).



This Seminar combines the presence of the Iberian reference companies, as well as many companies related with mobility and also the presence of the main political decision makers.

More information and the possibility to register on www.iparkseminar.com

Middle East Parking Symposium

The 3rd Middle East Parking Symposium will take place in Abu Dhabi from October 10 to 12. For the conference program and registration take a look at www.parking-me.com

EPA upcoming meetings

July 2, Turin	3 rd meeting Technical and Scientific Committee EPA congress
July 5, Brussels	EPA task group Image
July 9, Barcelona	EPA Board (new date!)
July 16, Paris	EPA Policy and Strategy Committee (new date!)
Sept 23, Liverpool	EPA Board and Policy and Strategy Committee
Sept 24, Liverpool	EPA annual general meeting



EPA Bi-Monthly Monitoring Report: EU Affairs and EU Projects – April 2010/May 2010

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EU Affairs:

EPA President and Secretary General meet Representatives from the European Commission and Belgian Presidency in Brussels

On 28th April 2010, Nick Lester (EPA President) and Gerry Trost-Heutmekeers (EPA Secretary General) joined LOGOS in Brussels to meet representatives from the European Commission and the upcoming Belgian Presidency.

Adoption of the Draft EP Report on the Future of Transport in the TRAN Committee!

In the May-June TRAN Committee meeting of the European Parliament, the Grosch Report was adopted. The same day a hearing with Transport Commissioner Kallas took place.

Mobility for Prosperity in Europe holds another successful Dinner Debate on the Future of Transport

MPE, a Brussels based platform of transport stakeholders held a high-level Dinner-debate on the Future of Transport, on 11th May in the European Parliament.

Towards the 2020 Goals: The Commission publishes its European Strategy for Clean and Energy-Efficient Vehicles

The European Commission took another big step towards achieving its 2020 targets when it decided to publish its Strategy for Clean and Energy-Efficient Vehicles.

TÜV Nord AG Event on E-Mobility – A challenge on standardisation, sustainability and safety

On 29 April 2010, LOGOS attended the E-Mobility event of the TÜV NORD AG in the Permanent Representation of North Rhine Westphalia.

Consideration of the Draft Recommendation on ITS in the field of road transport and interfaces with other transport modes

In the June TRAN Committee meeting, MEP Anne E. Jensen presented her draft recommendation for a second reading on Intelligent Transport Systems (ITS) in the field of road transport and interfaces with other transport modes.

Conference on Intelligent Transport in Europe

The European Commission is organising its first Conference on Intelligent Transport in Europe in Brussels on 22 June 2010.

EU Projects:

Submission of the SHARK Proposal

The SHARK Partners submitted a proposal for its evaluation in response to the "ICT for Mobility" call from the European Commission.

LINK's Final Conference

At the end of March, the final conference of LINK on the topic of strengthening innovation and

efficiency in passenger transport took place, presenting the key outcome of the project.

CityLog – CityMove

An introduction to the CityLog and CityMove projects, with as a motto "Towards a clean safe and sustainable city logistics."



EU Affairs:

- ✓ **EPA President and Secretary General meet Representatives from the European Commission and Belgian Presidency of the EU in Brussels**

On 28th April, **Nick Lester** (EPA President) and **Gerry Trost-Heutmekers** (EPA Secretary General) joined LOGOS Public Affairs in Brussels to meet representatives from the European Commission (Directorate General Mobility and Transport, DG MOVE) and the Belgian Presidency, which is going to take over the Presidency of the EU Council of Ministers as of 1st July.

In the meeting with the Commission, which was represented by **Franz-Xaver Söldner**, Deputy Head of Unit Clean Transport, Urban Transport & Intelligent Transport Systems (ITS) and **Vincent Leiner**, Policy Officer in the same Unit and responsible for the Urban Mobility Action Plan, the President of EPA took the opportunity to introduce EPA to the Commission and asked how the Commission perceives the image of the parking sector. He also referred to the **COST 342 study** (which was well-known to the Commission) and pointed out that **the Urban Mobility Action Plan hardly mentions the notion “parking”**.

Franz-Xaver Söldner intervened that **parking is still mentioned twice**. He based the decision to refrain from referring to parking policies on the fact that during the Green Paper consultation the Commission received a lot of protest (e.g. from Chambers of Commerce) to adhere to subsidiarity rules and parking was said to be “untouchable” by the EU. However, **EPA should counter this protest (for example through a communication campaign) and propose model solutions with possibly wide applications on mobility**.

He also referred to **two actions of the Urban Mobility Action Plan** which are of particular interest to EPA: Regarding **Action 16, on data collection**, he announced that the **call for proposals** had been published that morning (http://ec.europa.eu/dgs/transport/tenders/2010_en.htm, deadline 10 June) and Söldner advised EPA to assess its possible participation. In addition, he promised to **add EPA to the list of stakeholders to be consulted** by whomever consortium that wins the contract.

On **Action 17, the urban mobility observatory**, he said that the observatory will be virtual and open for all stakeholders to add information and best practices (cf. the existing ELTIS www.eltis.org). The call has already been published. Regarding the **Study on Green Zones**, the Commission official said that it has already started. The study is managed by ISIS and PWC Italy. LOGOS has **in the mean time contacted ISIS and the request to include EPA** in the gathering of views for this study has been approved.

Moreover, Dr. Söldner suggested **some areas where EPA can add value to the EU debate: *Integrated Traffic Management, reduction of emissions and the introduction of new technologies*** (e.g. what are EPA's views on introducing Electric Vehicles – EVs?) and some **EU initiatives where EPA can provide this input**: e.g. Proposals for policy & legislative actions on Urban Mobility with regards to the **Transport White Paper 2011-2020** (a public consultation should be launched in June 2010),



concrete proposals regarding new technologies (e.g. standard plug for charging EVs) as well as suggestions for **EU Research funded through FP7** (possibly in view of **FP8**, covering 2014-2020). In conclusion, Dr. Söldner was interested to receive **EPA position papers**, for example based on the work done for COST342 as well as a previous EPA position on the Green Paper on Urban Mobility.

After the visit to the Commission, the Transport Attaché of the Belgian Permanent Representation to the EU (Brussels Region), **Henk Van Noten**, welcomed the EPA representatives. Nick Lester took again the opportunity to introduce EPA. In particular, he mentioned the **main priorities of EPA**: Support the message that **parking (policy) should play a role in Urban Mobility**, the **EPA project on Data Collection** and with it the intention to support an EU Urban Mobility Observatory, as well as the **Cross-Border Enforcement of Parking Offences** (referring to the already proposed EU Directive, which could find a new legal basis under the Lisbon Treaty).

Van Noten responded that the Brussels Region has just recently started seeing parking (policy) as a part of mobility and not only as a source of financing. He continued by explaining the **programme of the Belgian Presidency on Transport**:

- **Sustainable Future of Transport: EC White Paper 2011-2020**, revision of the TEN-T Guidelines, Eurovignette Directive (currently blocked by the Spanish Presidency), **Urban Mobility Action Plan** (there will be a **conference on 16-17 November on Urban Freight Transport – EPA will be invited to provide a speaker on “last mile issues”!**)
- **Security & Safety**: 4th Road Safety Action Programme (foreseen for July – EU Road Safety Days will take place in October), **Directive on Cross-Border Enforcement** (Brussels & Belgium have a great interest! Possibly the Commission will provide new proposal under Lisbon Treaty rules, taking into account the European Parliament’s amendments on an early review and possible inclusion of civil enforcement).
- **Innovation**: Implementation of the **ITS Action Plan** (EU Working Group on ITS and Urban Mobility – *need to assess EPA’s possible involvement*), **Clean and Energy Efficient Vehicles strategy** (published 28 April, see below) – more a matter for the Industry department.

At the end of the meeting, Mr. Van Noten asked for **EPA’s opinion (possibly as a Position Paper) on “access control to city centres”**, hence the EPA President explained that parking policy and its proper enforcement can facilitate access control without being too restrictive or “innovative” (which explains the difficulty of ensuring public acceptability of congestion pricing).

- ✓ **Adoption of the Draft Report on the Future of Transport in the European Parliament’s TRAN Committee, followed by a hearing of Transport Commissioner Kallas**

*Background: The **White Paper on the Future of Transport 2011-2020** is expected to be introduced before the end of this year. Its objective is to present a **new vision to define transport and mobility** for the next decade. MEP Mathieu Grosch (EPP, Belgium) wrote an own-initiative report on the Future of Transport that will feed into the White Paper, based on the EC Communication on the Future of Transport of June 2009.*



In the 31 May- 1June meeting of the Transport and Tourism Committee (TRAN) in the European Parliament, the Members unanimously adopted the Draft Report on the Future of Transport, even though in the previous Committee meeting 376 amendments to Mr Grosch's draft report were tabled. During the meeting, the Rapporteur stressed above all the importance of an "**efficient co-modality**": Instead of promoting competition between the various transport modes, efficient co-modality builds on their co-existence and aims at ensuring the economic, environmental and social efficiency of each individual mode while making sure that they are effectively connected. This should consequently lead to an optimal reallocation between different transport modes, including a shift towards more sustainable modes, and provide for interoperability within and between them.

MEP Grosch also stressed that the **EU framework for financing transport infrastructure** should be enhanced and that measurable targets should be set for the EU's future transport policy. Lastly, he pointed out that EU Agencies should play an increasingly important role by taking on regulatory tasks to avoid protectionist measures by Member States.

The **Draft Report on a sustainable future for transport** by Mathieu Grosch is available on <http://www.europarl.europa.eu/oeil/file.jsp?id=5802092>

Next Steps:

Adoption in the Plenary Session: 6 July 2010 (indicated)

Exchange of views with Commissioner Kallas:

European Commission Vice-President Siim Kallas, responsible for Transport, attended the June TRAN Committee to lay out the Commission's intentions and priorities for 2010 and 2011. These are among others:

- The "**White Paper on the future of transport**" (foreseen in December 2010)
- Transport infrastructure for the next decades, the functioning of the **internal market**, an integrated approach for network infrastructures, new technologies and the issue of financing the **TEN-T network**.
- An "**e-mobility package**" (first half of 2011): introducing new technologies in all transport modes, including the recast of the digital tachograph legislation, integrated ticketing, toll collection and information technology in the maritime sector.
- A **Strategic Transport Technology Plan** (2011), with a horizon up to 2050.

On **interoperability and ticketing**, the Commissioner expected progress through improvements in IT. He announced the development of a platform which would allow for **cross-modality time tables** and later also ticketing and freight booking. Furthermore, aspects of **road fines** would be part of the "road safety package".

Concluding, Mr Kallas confirmed that he would support the Belgian Presidency in their ambition to move the **Eurovignette Directive** forward. He stressed that the **internalisation of external costs** was



a key element of future policy, and one way to progress was the possible transfer of road toll revenues across Member States, via an EU transport fund.

✓ **Mobility for Prosperity in Europe holds another successful Dinner Debate on the Future of Transport in the European Parliament, on 11th May**

*Background: **Mobility for Prosperity in Europe (MPE, www.mobilityeurope.eu)** is a Brussels-based association founded in 2005 by former Member of European Parliament **Ari Vatanen** (a former World Rally Champion). MPE gathers transport stakeholders such as associations and large companies which make extensive use of transports in their operations.*

Against the framework of the European Commission's up-coming White Paper on the Future of Transport, MPE held a high-level Dinner-debate on 11th May, gathering around 100 participants in the European Parliament on "**The Future of Transport: Towards a pragmatic approach to Transport Policy? – Part II**". These included Members of the European Parliament (MEPs), top officials from the European Commission, representatives of the Council and Member States, as well as industry experts, NGO's, media journalists and other key stakeholders.

Amongst the high-level speakers was **Ari Vatanen**, MPE President and former MEP, who highlighted the importance of a consumer- and user driven transport policy, therefore calling for an equal and fair treatment of the different modes of transport. In this context, he also stressed the **importance of (paid) parking in urban areas as a vital part of a functioning transport system**. If linked with park-and-ride schemes and improved access to information, **an ideal bond between large car parks and different modes of transport can be formed** which alleviates congestion and thus facilitates travelling to urban centres.

MEP Brian Simpson, Chairman of the European Parliament Transport and Tourism Committee, spoke about the Parliament's current work and its position on the Future of Transport. He noted that there is a need to ensure that sufficient resources are put into infrastructure.

Mrs. Désirée Oen, member of the cabinet of **Siim Kallas**, Vice-President of the European Commission in charge of Transport, then explained the Commission's current work on the next White Paper which follows the 2010 Commission Work Programme as well as the Europe 2020 Strategy. She highlighted **the need for an efficient integration of all transport modes (favouring multi-modality)**, and a **fair distribution of market share between all modes of transport**.

In conclusion, **Rik Nuyttens**, MPE Executive Chairman (from the company 3M), highlighted that mobility is an important facilitator of socio-economic welfare, and agreed with the other speakers that the future European transport policy should develop effective, efficient and sustainable co-modality. He added that **transport should be part of a holistic policy approach based on accountable facts and thorough analysis**, while fostering investment in infrastructure, encouraging innovation and making transport more efficient and sustainable.

This article features in full in issue 2-2010 of **Parking Trend International**. For further information contact the MPE Secretariat (managed by LOGOS Public Affairs) at info@mobilityeurope.eu or visit their website www.mobilityeurope.eu.



✓ **Towards the 2020 Goals: The Commission publishes its European Strategy for Clean and Energy-Efficient Vehicles**

Background: In the 2020 perspective, conventional vehicles are forecasted to remain dominant but matched by a rapid expansion of electric vehicles. By 2030, the global car fleet is predicted to grow from 800 million to 1.6 billion vehicles and to 2.5 billion by 2050. This will be accompanied by an increasing scarcity and cost of energy resources. These trends will have to be addressed by a change in technology to ensure the sustainability of mobility in the long-term.

On **April 28th**, the European Commission published its **Strategy for Clean and Efficient-Energy vehicles** to help the European car industry strengthen its leading role globally, basing its production on clean and energy-efficient technologies. The strategy also contributes to the **Europe 2020 objectives of smart and sustainable growth**. It contains an **Action Plan** composed of concrete and ambitious measures to be implemented by the Commission.

This strategy aims to provide an **appropriate and technology neutral policy framework** for clean and energy-efficient vehicles. Two main focuses are followed simultaneously: promoting such vehicles based on **conventional internal combustion engines** and facilitating the deployment of breakthrough **technologies in ultra-low-carbon vehicles**.

In its action plan, the Commission announced to focus among others on ensuring that alternative vehicles are at least as safe as conventional ones, **encouraging installation of publicly accessible charging points**, promoting **common standards** that will allow all electric vehicles to be charged anywhere in the EU and the **development of smart electricity grids**.

For EPA, in particular the following actions are interesting:

- ✓ **Additional measures on CO₂ and pollution emissions from road transport:** Any further measures contributing to a reduction such as eco-driving, Intelligent Transport Systems (ITS), infrastructure measures, and urban transport management should be taken into account.
- ✓ **Standardised charging interface:** A mandate for European standardization bodies should be set in 2010 for the development of a standard by 2011 within the framework of Directive 98/34EC. The **standardised charging interface** should ensure interoperability and connectivity **between the electricity supply point and the charger of an Electric Vehicle**. Smart charging and the possibility for users to take advantage of the use of electricity during "off peak hours" should also be considered in standardisation.
- ✓ **Implementation of the standard:** A method needs to be identified for implementation of the standard charging interface, so that it is adopted by all industry players, including vehicle manufacturers, electricity providers and electricity distribution network operators.
- ✓ **Refueling Infrastructure:** The EU should take a leading role by working with Member States at national and regional levels on the build-up of charging and refuelling infrastructures.
- ✓ **Investment in infrastructure and services:** The European Investment Bank (EIB) should explore how to provide funding to stimulate build-up for green vehicles

Next Steps:

After the Strategy having been adopted in the Council, the Commission will now, amongst others, support **research and innovation in green technologies** and **propose guidelines for demand-side**



incentives. In 2010, an **electro-mobility Demonstration Project** will be launch within the European Green Cars initiative (*discussed in a previous EPA Monitoring*), to **assess consumer behaviour, usage patterns and to foster user awareness of all types of electric technology.**

European Commission's website on European strategy on clean and energy efficient vehicles:
http://ec.europa.eu/enterprise/sectors/automotive/competitiveness-cars21/energy-efficient/index_en.htm

✓ **TÜV NORD AG Event on E-Mobility – A challenge on standardisation, sustainability and safety**

On **29 April 2010**, LOGOS attended the E-Mobility event of TÜV NORD AG in the Permanent Representation in Brussels of the region North Rhine Westphalia.

Among the speakers was **Ruth Paserman, member of the Cabinet of Commissioner Tajani** (Commissioner for Industry and Entrepreneurship) who was happy to report that the **Competitiveness Council had just adopted the Communication from the Commission on a European Strategy on clean and energy efficient vehicles.** She continued saying that at the moment China and the USA are the leading powers in e-mobility and that it is therefore important for the EU to keep up with them. Paserman also outlined the **main priorities of the EU:** Research & Development, increased consumer awareness and standardization (by 2011, there is suppose to be a harmonized charging solution). **Dr. Franz-Xaver Söldner**, Deputy Head of Unit from DG MOVE added that e-mobility is high on the agenda of DG MOVE and will play a substantial part in the White Paper on Transport. However, the EU needs to be careful with setting a too tight time schedule as this does not necessarily help the technical development and the promotion of consumer protection.

✓ **Consideration of the Draft Recommendation on ITS in the field of road transport and interfaces with other transport modes**

In the June TRAN Committee meeting, **MEP Anne E. Jensen** (Liberals, Denmark) presented her **draft recommendation for a second reading** on Intelligent Transport Systems (ITS) in the field of road transport and interfaces with other transport modes. She recalled that **the European parliament adopted its first reading in April 2009** and, after the establishment of the current legislature, confirmed its vote in September 2009. The Commission proposed an ITS Action Plan and a Directive setting specifications and standards. The Swedish Presidency had done a great job in trying to convince the Council about the need of legislation in the field.

The Rapporteur reminded the Committee of the link with the ITS action plan and pointed out that the **Directive will enable the adoption of legislation through harmonised specifications and standards on ITS services** for the road transport and for interfaces with other modes of transport. This will benefit transport by making it more efficient and more environmentally friendly. She indicated the main points of Parliament's first reading that the Council has adopted, such as the limitation of the scope of the specifications and the **adoption of specifications in four main ITS**



services as priority actions (i.e., data collection, traffic information, e-call and safe parking lots for trucks).

On the **automatic deployment of ITS services**, which was the main point of disagreement with Council due to its unknown financial impact, Ms Jensen explained that it was agreed to have a legislative proposal under the Ordinary Legislative Procedure (formerly called co-decision) 12 months after the adoption of the specifications. Ms. Jensen stated that the cost of ITS deployment is relatively lower compared to other transport infrastructure investments.

Next Steps: EP plenary vote, July 6th 2010 (<http://www.europarl.europa.eu/oeil/file.jsp?id=5729232>)
The **Draft Recommendation** can be found here:
http://www.europarl.europa.eu/meetdocs/2009_2014/documents/tran/pr/817/817055/817055en.pdf

✓ **Conference on Intelligent Transport in Europe – 22 June 2010**

The European Commission is organising its first **Conference on Intelligent Transport in Europe in Brussels on 22 June 2010**. The objective of this high-level conference is to **provide first-hand information on the implementation of the Intelligent Transport Systems (ITS) Action Plan** and to **debate the deployment of ITS in Europe within the framework of the forthcoming ITS Directive**. The ITS Conference 2010 will bring together high-level representatives from the European institutions and key stakeholders from the European Union's ITS community (public and private sectors).

The conference will be opened by **Vice-President Siim Kallas**, European Commissioner for Transport, together with representatives from the **Spanish Presidency**, the European Parliament and the European Economic and Social Committee. **Matthias Ruete**, Director-General for Mobility and Transport (DG MOVE) at the European Commission, will outline the progress made with regard to the implementation of the ITS Action Plan and the forthcoming ITS Directive.

To apply for **registration** please follow the link:

http://ec.europa.eu/transport/its/events/2010_06_22_its_conference_en.htm

If you have further questions regarding the conference please contact the Commission: MOVE-ITS-CONFERENCE-2010@ec.europa.eu

EU Projects:

- ✓ **Submission of the SHARK Proposal: Exploitation of synergies between rideSHaring, carsharing and intelligent pARKing management**



The SHARK Partners¹ submitted a proposal for its evaluation in response to the FP7-ICT-2009-6 call from the European Commission, with the deadline on 13th April. The partners are hopeful of a positive evaluation by the Commission and their independent evaluators, though this will probably only become apparent after the summer.

The proposed activities revolve around **three major activities** in addition to management and quality, namely, **user needs analysis, technical implementation** –including pilot demonstrations – **business and exploitation strategy** and dissemination. The proposal takes **the heritage of former projects such as OPTIPARK or MARTA** that, as R&D projects, established some of the key elements for the implementation of parking management applications and contributed to improve urban mobility. Moreover, the project would benefit from the basis of **existing ridesharing and car-sharing solutions** or former proposals, such as **GALIPARK** (*which was covered in previous issues of the EPA Monitoring*).

The selected **consortium covers the full range of needs** for the project and represents a good balance of organizations of different sizes and countries. Of special relevance is the involvement and access to end users present in the consortium. In this sense, the **final user segment** is well represented in the consortium by partners representing both the private parking operators segment (**Q-Park** and **VINCI Park**) and public parking operation (**Transport for London – Islington Borough**, and their respective municipality). Additionally, many end-users will participate in the project via the **Advisory Board** (integrating end user community representatives). In this capacity, the **EPA has signed a Letter of Intent to participate in the Advisory Board**, which will meet several times per year corresponding to key milestones in the proposal.

Different car-sharing offers are available nowadays in different cities, but the capability to have access to precise in-vehicle information either in real-time (which would allow to have real-time traffic information with appropriate processing of the information) or off-line (which would allow for a more precise charging of the service and would provide useful information for the exploitation of the service) is missing and there is also room for innovation in this field.

Ride-sharing, an efficient parking management policy and car-sharing can also help **reduce congestion and pollution**. Replacing private automobiles with shared ones, or sharing rides, directly reduces demand for parking spaces.

The **SHARK project** is proposed to **capitalise on the exploitation of the synergies of two types of services which are considered as a key for mobility: parking management and ride-sharing/car-sharing**. The idea is to go a step beyond the current situation: On the one hand, the **integration of satellite navigation technologies with already existing platforms** (possibly including additional technologies) **which could allow drivers to find a parking place right on the spot** and even to

¹ The partners of the proposal are GMV Sistemas S.A.U., Sociedad Ibérica de Construcciones, Eléctricas S.A., LOGOS Public Affairs, FICOMirrors Italia S.r.L., Barcelona Digital, University of Alcalá de Henares, Q-Park, Mobycon, VINCI Park, Transport for London, Polis and Barcelona City Council.



explore the possibility to manage the parking facilities based on the use of GNSS; also the **provision of up-to-date and real-time information on when, where and which parking space is available** to the driver who wants to park as well as the **provision of a parking guidance tool combining on-street and closed parking lots**. Direct interest is both for the car park operator and especially for the car drivers.

On the other hand, **the inclusion of ICT solutions to go a step beyond ride-sharing and / or car-sharing**, by incorporating an **OBU in the shared cars** which allows for a precise metering of the use of the car (needed for further distribution of costs) and **additional technologies** (e.g. **specific sensors, video** etc.) which allow to carry out the control of the system (e.g. cameras or other sensors onboard to detect occupancy of the vehicles and facilitate enforcement). This opens the door to dynamic ride-sharing solutions versus the static ones currently available and to overcome problems associated to ride-sharing, such as security concerns.

The SHARK project does not want to deal with these services independently with no type of connection between them: given the fact that one of the elements which leads users to share rides (or cars) are incentives, and that part of these incentives can be special prices in parking areas, privileged parking spaces or similar. **The synergies between both kinds of services can be clearly explored and exploited for a smarter urban mobility.**

The SHARK project envisages the **design and development of those ICT-based systems** which allow exploiting the synergies between parking management and ride-sharing / car-sharing as presented above, the integration of a prototype and validation of it by means of **2 pilots: one in London (Islington Borough) and one in Paris.**

✓ **LINK's Final Conference: Strengthening Innovation and Efficiency in Passenger Transport**

Background: LINK, the European Forum on Intermodal Passenger Travel, is a project which was funded by the European Commission (DG Energy and Transport within the 6th Framework Programme) for 3 years. The Project was launched in April 2007 and has been completed recently.

On the **30th March 2010**, the final conference of LINK, on the topic of strengthening innovation and efficiency in passenger transport, took place. At the conference the LINK consortium presented the key output of the project: The first part of the conference was dedicated to the **benefits of and potential solutions for passenger intermodality** and the participants were introduced to the LINK project through a brief overview of the project results and the recommendations from the Working Groups, followed by a more in-depth view on the results of the three most practical Working Group themes (**information and ticketing, intermodal interchanges and integration with the last urban mile**). Following, a round table of selected experts held a short discussion on the results shown.

In the last part of the event, the floor was given to the Commission's Project Officer **Guido Müller of DG MOVE**, who gave an overview on the **EC policy perspectives on the integration of transport modes**. In the EC-Communication "A sustainable future for transport" of June 2009, the main outline for a new White Paper at the end of 2010 was sketched. The LINK Forum certainly has a role in putting this future policy into practice, as a **presentation on the future activities of the LINK Forum**



indicated. The last word was granted to a selected panel of policymakers and major stakeholders who engaged in a **round table discussion on the role of passenger intermodality in future transport policy**.

For more information on the LINK project, please check: www.linkforum.eu
All presentations from the event are available on the LINK website on
http://linkforum.eu/download.phtml?ID1=1006&folder_id=1352

✓ **Towards clean, safe and sustainable city logistics: CityLog – CityMove**

On **16th June 2010**, the Joint CityLog & CityMove User Forum Meeting is taking place in Brussels (LOGOS will attend and report in the next EPA Monitoring). Following its motto “Towards a clean safe and sustainable city logistics”, this workshop focuses on vehicles for urban freight delivery and ITS based city logistic systems.

CityLog Project:

The CityLog European project which **started on 1st January 2010**, is a focused research collaborative project co-funded by the European Commission under the 7th Framework Programme. Its main objective is to **increase the sustainability and the efficiency of urban delivery of goods** through an adaptive and integrated mission management and **innovative vehicle and transport solutions**. The project aims at developing an **adaptive and integrated mission management tool** to be integrated into innovative vehicle and transport solutions that will improve and increase the sustainability and the efficiency of urban delivery of goods.

CityLog is coordinated by FIAT Research Centre, it involves 18 partners in 6 different European countries, including industries, research institutes, associations and local authorities.

CityMove Project:

The CityMove European project also started on January 1st 2010 and is similarly to the CityLog Project a focused research collaborative project co-funded by the European Commission. CityMove aims at developing an **innovative integrated vehicle solution** fitting with the integrated city transport solution approach for a secure, flexible, reliable, clean, energy efficient and safe road transportation of goods across European cities, having also a significant impact on reduction of CO2 emissions and improvement in terms of safety and security.

CityMove is also coordinated by Centro Ricerche Fiat, involving 13 partners in 6 different European countries, including industries, research institutes, associations and freight operators.

For more Information on the projects and the Joint CityLog & CityMove User Forum Meeting please follow the links:

CityLog: <http://www.city-log.eu>

CityMove: <http://www.citymoveproject.eu>

Furthermore, the project partners have set up a **User Needs Questionnaire**, which EPA members will find on <http://www.citymoveproject.eu/questionnaire> (it is requested to **reply by 30 June**)