

Dear EPA members!

Today you receive newsletter no 2/2009. The first part (pages 1-2) is about EPA internal matters, the second part (pages 3-9) contains the EPA monthly monitoring report from our partner LOGOS in Brussels and on page 10 you find the current EPA proposal TREN/SUB 02-2008.

In order to make the distribution of the information more convenient for you we send you the newsletter from now on both as a pdf and as a word document. The latter allows you to cut and paste relevant information for your own media.

We are looking forward to your comments about the newsletter!

Yours with best wishes from Cologne and a very happy Easter to all of you!
Gerry Trost-Heutmekers

EPA Congress 2009 in Vienna September 23 to 25

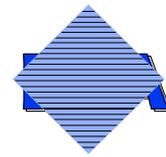
The preparations for the EPA congress in Vienna are going well. Please visit the website www.epacongress.eu for information on the programme, lectures or registration!

EPA General Meeting in September 25, 2009 in Vienna

The General meeting will take place on the last congress day on **Friday September 25, 2009** from 14.00 –16.00. An official invitation will follow. This year the members of the board will be (re-)elected. Applications for the election must be given to the Secretary at least four weeks prior to the General Meeting i.e. no later than August 28. Applicants are to be recommended by at least one full member.

Policy and Strategy Committee

The members of the Policy and Strategy committee met at LOGOS office in Brussels on March 27. Together with Tom Antonissen and Frederic Soudain from LOGOS they discussed the ongoing projects and what further European projects are to be expected.



EPA AWARD 2009 Shortlist

Twentyfive projects from thirteen different European countries entered the competition. This year there was no entry in the category on-street-parking. In their meeting on March 13th the members of the board selected nine projects for the shortlist. The visit of the jury will take place in the week between June 2 and 6, 2009.

Category 1: newly built car parks:

Tuskanac car park, HR-Zagreb
Q-Park Victoria Square, IRE- Belfast
Q-Park, Liverpool, GB-Liverpool
St. Etienne Car Park, F-St. Etienne

Category 2: renovated car parks

Parking Garage KaDeWe D-Berlin
Opera Broglie Car Park, F-Strasbourg
Q-Park Clerys, IRE-Dublin

Category 4 Innovative Object

Parksafe 580, H-Budapest
Hospital Mobility Scheme, GB-Dundee

News from EPA Task Groups

- [EMV Standard](#)

A questionnaire was sent to all members of the EPA by the chairman of this group, Sten Ake Hakansson. He and several other representatives of this group met with representatives of the EPC (European Payment Council)- representing the banking industry on March 27th in Brussels.

- [Pay and Display](#)

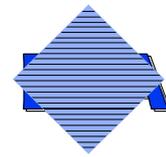
The kick off meeting of this task group will take place on April 29 at 12.00 h in the EPA offices in Cologne. Chairman of this group is Peter Martens.

- [European Standard Parking Award](#)

The task group (chairman Pater Martens) has prepared new guidelines which are currently reviewed by the board.

World Parking Symposium in Breda, Netherlands on June 28, 2009

This symposium held by the Canadian Parking Foundation will address selected issues in urban parking, transportation, and planning. NHTV Breda University of Applied Sciences, Breda, The Netherlands, June 28 to July 1, 2009. www.worldparkingsymposium.ca



EPA Monthly Monitoring Report: EU Affairs and EU Projects – March 2009

EU Affairs:

- ✓ [Urban mobility: The Action Plan on Urban Mobility adopted in Transport Committee of the European Parliament](#)

Background note: The objective of the Urban Mobility Action Plan has been the creation of a new strategic framework for **EU 2009-2014 actions**. In its **Green Paper on Urban Transport** the Commission had asked for comments and answers to 25 dedicated questions deriving from 5 policy fields being:

- Reduction of congestions
- Improvement of urban mobility
- Environmental issues in urban areas
- The role of technical solutions
- Accessibility of collective transport
- Safety and security issues

The **TRAN Committee of the European Parliament** amended and voted the “**Action Plan on Urban Mobility**” on the 30th and 31st of March 2009, with a **result of 28 votes in favour, two against and one abstention**. **Rapporteur Gilles Savary (French Socialist)**, whose own-initiative report was accepted, stressed the main axis of his report:

- Gathering information and fostering best practices;
- Encouraging optimisation of various modes of transport by improving urban scheduling: the overall idea is to encourage urban authorities to reflect upon their system of transport;
- The use of European funds: he proposed that European funds and co-financing in the field of urban transport be made conditional on the existence of integrated urban mobility plans;
- Fostering research and development.

The **SPARKS Network**, a membership association for public and private organisations involved in traffic management in EU member states and of which EPA is a member, was actively following the Action Plan. Amendments 55 and 48 were supported by the Network and EPA therefore gave their voting recommendation to support these amendments. Summarising the amendments, SPARKS supported a more general phrasing of potential problems and actors and the inclusion of “the need for a system of enforcing criminal and non-criminal cross-border traffic offences”. Although the amendments concerning the actors and problems were voted down, the cross border enforcement was included and indeed this is of mayor importance.

The EP Report is available at:

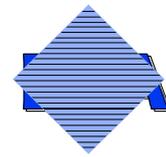
<http://www.europarl.europa.eu/sides/getDoc.do?type=COMPARL&mode=XML&language=EN&reference=P>

The Commission site on Urban Mobility is available at:

http://ec.europa.eu/transport/urban/urban_mobility/urban_mobility_en.htm

The Action Plan on Urban Mobility document and status are available at:

<http://www.europarl.europa.eu/oel/file.jsp?id=5680852>



- ✓ **Cross-border enforcement: IRU (the International Road Transport Union) held, together with FTA (the Freight Transport Association), a seminar on Enforcement of EU Road Transport Legislation on the 31st of March in Brussels.**

Background note: *The objective of the “Cross-border enforcement of sanctions” proposal is to facilitate the enforcement of sanctions against drivers who commit an offence in another Member State than the one where their vehicle is registered. (Offences covered by the proposal are: speeding, driving under the influence of alcohol, not using a seat belt, and failing to stop at a red light.) Moreover it would involve setting up an EU electronic data exchange network in order to identify the holder of a vehicle so that the authorities in a Member State, where an offence has been committed, can send out a notification to the holder of the vehicle involved in the offence.*

The IRU Seminar focused on the **Enforcement of Infringements** and featured representatives of the operators, national control officers, enforcers, Member states agents and the European Commission. During the first session (“**What the operators still need**”) operators from all over Europe expressed their views on current legislative framework and how they experience it in their daily work. A call for harmonization and applications of the rules by the spirit, instead of “by the book”, was subscribed by all participants.

The second session (“**Enforcement’s future**”) hosted national control officers to take the stage to present the future of the controls. Subjects entailed new ways of enforcement, the need for harmonization of rules and the better exchange of information on national legislation. This would prevent the unequal treatment of residents and non-residents, non-effective sanctioning and inconsistency in fine levels.

The next session (“**Cooperation in enforcement**”) brought together operators and agents from national control authorities to identify new ways of cooperation to increase efficiency in controls. They looked for ways to eradicate the mosaic of different sanctioning systems, while keeping penalties out of the discussion and designating as much as possible of its competences to the EU level. The risk rating system of operators was touched upon but also the need for corporate inspections instead of the common on-road truck inspections. General agreement was found though on the need for better and clearer information exchange between all players.

Mr. Szabolcs Schmidt, Head of Unit, Land transport policy DG TREN of the EC, presented his view on the **future of the road policy and new legislative initiatives**. He argued that the reputation of operators will be based on 7 rules, registers of nations will be interconnected and that board documents will be harmonized, before going into his plans for the future.

During the last session (“**Mixed panel on cross-border enforcements**”) the panel, participants and representatives of the EC debated together on what will be done on the cross border enforcement and what the possibilities are for the legislative EU level. **Mr. Philippe Lenssen from LOGOS, representing EPA at the seminar**, questioned Mr. Schmidt on the EC’s future plan on parking with relation to TEN-T (Trans-European Transport Networks) and logistic hubs surrounding cities, as well as the future of cross-border enforcement of parking infringements. Mr. Schmidt answered by calling upon the **Subsidiarity principle** for the construction and subsidizing of new parking lots as well as referring to the **third pillar in case of sanctioning** (meaning the EU has no competence in criminal matters, and Member States need to decide with unanimity), it being a national prerogative. Moreover he mentioned that structural works are the responsibility of national states and aid can be given by structural and cohesion funding.

As closing remarks Mr. Nielsen, IRU General Delegate to the EU, called for more harmonization and transparency and called upon the participants for their support.



Opportunities for EPA: LOGOS has started discussions with ETSC (www.etsc.be, see below), CORTE (www.corte.be) and IRU (www.iru.org) on possibilities for cooperation with EPA on the issue of cross-border enforcement. This should further be discussed within EPA, and with a clear mandate, LOGOS can further pursue these opportunities.

- ✓ **Road safety: A call for more Road safety by the adaptation of the Cross-border enforcement of sanctions as mentioned in European Voice (26 march 2009)**

In his article in the European Voice (26 March) **Mr. Antonio Avenoso**, Executive Director of the **European Transport Safety Council (ETSC)**, launched a call upon the EU Ministers of Transport to put the **EU Directive on Cross-border enforcement of Traffic-laws** back on the agenda. Together with Bernard Pottier, President of the Association de la Prévention Routière of France and Jan Sandberg, Managing Director of the National Society for Road Safety of Sweden, he reminded the EU ministers and the Commission of their **pledge to reduce the number of deaths on European roads to be halved by 2010** (beginning in 2001). Still more than 100 people die on road related accidents every day. Moreover French experts estimated that increased compliance with speed limits has contributed to 75% overall reduction of deaths. Measures taken to improve the compliance are undermined though by the evasion of non-resident drivers.

A proposal and a solution should be at hand, i.e. the EU Commission's proposed directive, which has been supported overwhelmingly by the European Parliament. The fact that Member States are still blocking the proposal is "indefensible" as Mr. Avenoso claims. The Rome treaty not only guarantees the right for citizens to move freely, but it also establishes duties, equal to national residents.

More information on the Cross-border enforcement of sanctions

http://ec.europa.eu/transport/road_safety/enforcement/enforcement_en.htm

<http://www.europarl.europa.eu/oeil/file.jsp?id=5616632>

The EP's proposal for directive can be found at:

<http://www.europarl.europa.eu/sides/getDoc.do?type=TA&language=EN&reference=P6-TA-2008-0616>

The Commission's proposal for a "Directive facilitating cross-border enforcement in the field of road safety" is available at:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0151:FIN:EN:PDF>

A timeline is available at:

http://ec.europa.eu/prelex/detail_dossier_real.cfm?CL=en&DosId=196862

- ✓ **Greening Transport – The Council was unable to find an agreement on the proposed Eurovignette III proposal.**

Background note: The Eurovignette initiative envisages the **adoption of common rules on how EU states may charge heavy goods vehicles** for using the road network and aims to ensure the improved reflection of road usage impact on society and the environment by **introducing a "user pays" and a "polluter pays" principle**. The aim also is to **shift freight away from roads onto other less-polluting modes of transport such as rail and waterways**.

During the March 30th public debate, the **27 EU transport ministers weren't able to reach an agreement on Road charging, also referred to as Eurovignette**, even though the Czech Presidency tried to bridge the differences between the countries in a last moment through its compromise proposal.

On the one hand Germany, Italy, the UK, Slovakia, Bulgaria, Ireland, Greece and Estonia argued that the current **economical and financial crisis** do not allow for States to impose



new, costly measures on the transport sector. This was in sharp contrast with countries like France, Hungary and Sweden (which assumes the EU presidency from the Czechs in July) who argued that the current economic slowdown should not be used as an excuse to delay the plans, as the proposed measures would not be immediately applied in any case.

Secondly **peripheral countries** like Portugal, Malta, the Baltic countries and Ireland are opposed to the plans since they fear that countries with key transit routes like France would try to profit from the option of charging, thus hampering competitiveness and access to the internal market.

Others countries like Italy, the Netherlands, Finland and Bulgaria, are willing to accept congestion charges, **provided that they are applied to passenger cars as well.**

Since it doesn't look like an agreement will be attained by July 2009 (when Sweden takes over the EU Presidency), the member states asked the Council preparatory bodies to keep on working on the revision.

The documents concerning "Road transport: charging of heavy goods vehicles for the use of infrastructure (amend. Directive 1999/62/EC)" are available at:

<http://www.europarl.europa.eu/oeil/FindByProcnum.do?lang=2&procnum=COD/2008/0147>

The timelines are available at:

<http://www.europarl.europa.eu/oeil/file.jsp?id=5665992>

<http://www.europarl.europa.eu/oeil/file.jsp?id=5682652>

The Commission's Greening Transport Package is available at:

http://ec.europa.eu/transport/strategies/2008_greening_transport_en.htm

- ✓ **The European Commission launched a Public Consultation on the Future of Transport.**

Approaching the end of the ten-year period, targeted by the EC's last White Paper on transport, the EC decided to look ahead and define a vision for the future of transport and mobility, preparing the ground for future policy developments.

Commission Vice-President A. Tajani, in charge of European transport policy, convened a High Level Conference on 9-10 March in Brussels to gather stakeholders' views on the main challenges and opportunities for the transport sector in the very long term (20 to 40 years).

Top managers of **transport operators, manufacturers and logistic companies** were invited to contribute their vision alongside **policy-makers, academics and representatives of Member States, European institutions and NGOs.**

The Conference was centred on four workshops focusing on **urban, freight and passenger transport** and on the challenge of **sustainable mobility.** The workshops were chaired by former Commission Vice-President and Transport Commissioner, Mr Karel Van Miert, former Director General of DG TREN, Mr Robert Coleman, and the Head of Vice-President Tajani's Cabinet, Mr Antonio Preto.

The conference was attended by around 560 participants and was accompanied by an exhibition on innovative transport technologies with stands and information materials.

One of the online contributions made was by **MPE** (Mobility for Prosperity in Europe; www.mobilityeurope.eu), which is presided by **MEP Ari Vatanen** (also former World Rally Champion). MPE pointed out that the future policy should be developed around the following key principles:

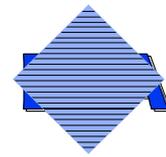
- Mobility is above all an important basic right that needs to be protected and further enhanced.
- The needs of Europe's citizens should be the departing point of any policy development.
- Transport policy should be based on relevant facts and good analysis.



- A significant politically driven modal shift is neither possible nor suitable as modes of transport are not communicating vessels and one given mode is not, by definition, more environmental friendly than the other
- The focus should lie on enhancing the benefits of transport rather than increasing the burdens of its users.
- Investment into transport infrastructure should be fostered as it constitutes the basis of future welfare.
- Transport policy should set the framework to make public transport more efficient and better integrated.
- Transport policy should be part of a holistic policy approach.
- European leadership to increasing road safety must remain a key priority.
- Intelligent innovation making transport more efficient and sustainable should be fostered.

Parking was also included in the document as one of the important focus points for the EC to proceed on in the (near) future. As part of the mobility solutions Mr. Ari Vatanen suggested the **facilitation of additional paid parking in urban areas**, preferably underground, which is of vital importance for the effective functioning of city centres (Ideally linked with a **Parking Route Information System (PRIS)** and alternative modes of transport). Furthermore, continued **implementation of park-and-ride schemes** is needed, which allow travelling to urban centres by public transport, linked with large car parks on the outskirts and rail stations, allowing car users to drive from outlying areas without having to actually reach city centres by car.

N.B.: These points on parking were included in the MPE proposal through direct contact of LOGOS (which is responsible for MPE's Secretariat in Brussels) and Ari Vatanen's staff in the European Parliament. A special recognition should be given to Peter Martens, Chair of the EPA Policy & Strategy Committee, for providing input on parking policy. The full MPE Position can be requested from the EPA Secretariat.



EU Projects:

- ✓ **GALILEO and EGNOS call: EPA is proud to present its participation in the GALIPARK proposal**

Background note: The **Seventh Framework Programme (FP7)** is a funding programme of the EU Commission that bundles all research-related EU initiatives under a common roof, playing a crucial role in attaining higher growth, competitiveness and employment; along with a new Competitiveness and Innovation Framework Programme (CIP), Education and Training programmes, and Structural and Cohesion Funds for regional convergence and competitiveness.

The European Parking Association, together with the consortium mentioned below, have submitted a proposal addressing the **development of innovative solutions for parking management, contributing to the adoption of EGNOS / EDAS and preparing this market for the introduction of Galileo, while stimulating the competitiveness of the EU GNSS (Global Navigation Satellite Systems) industry.** The 3 focus points will be (1) the **technical feasibility of GNSS-based and complemented parking management** (2) a **clear business and exploitation strategy** and (3) a **well-focused dissemination strategy**. The proposal takes the **heritage of former projects such as OPTIPARK (www.optipark.eu), GINA or GIROADS (www.intelligentroads.org)** projects that, as part of the 6FP, established some of the key elements for the implementation of road telematics applications with a social and public dimension.

The selected **consortium covers the full range of needs** for the project and represents a good balance of organizations of different sizes and countries. Not trying to be exhaustive, the following members are considered essential for the project results:

	Users	Service Providers	Manufacture providers	Systems Development	Application Development	GNSS Expertise	Performance analysis	Parking services expertise	Market and business	Standardization	Regulatory / policy issues	Industry related	Public relations & Dissemination
EPA (Germany)	✓												
dmv (Spain)		✓											
SICE (Spain)			✓										
ERF (Belgium)	✓												
LOGOS (Belgium)													
MRC (UK)									✓				
Q-Park (Netherlands)		✓											
POLIS (Belgium)	✓										✓		
Transport for London (UK)													✓
Vilnius Municip. (Lithuania)	✓												✓

- **Grupo GMV** is a key party for the development of Service Provision facilities benefiting from EDAS.
- **SICE**, a reference system integrator with technical competence and managerial experience in international environments.
- **European Union Road Federation (ERF)** is a recognized independent voice in Europe in the Road Sector.
- **Logos Public Affairs (LOGOS)**, is a trusted service-provider for the anticipation and influencing policy, regulatory and legislative developments at European level.
- **MRC McLean Hazel (MRC)** working at the interface between sustainable urban development, urban technology and mobility management.
- **POLIS**, a platform for dialogue and cooperation on current transport issues for cities and regions around Europe since 1989.
- The **final user segment** is well represented in the consortium by private parking operators segment (**Q-Park**) and public parking operation (**Transport for London, Vilnius Transport** and their corresponding municipalities) and end-users through the Advisory Board.

The GALIPARK project proposes to **develop smart parking management services reducing the distance and time driven in search of a parking space**, using **GNSS positioning for smart on-the-move real time parking information services** (off-street and on-street) complementing other information and additional services offered by parking operators

Additionally, GALIPARK aims at analysing **new on-street parking pricing policies, based on the use of robust positioning to measure vehicle location in urban areas** –similarly to cordon pricing- where **flexible pricing schemes** can be defined making use of positioning and timing information.



The concept proposed by GALIPARK will be demonstrated by means of **large-scale 4-month trials** and an application delivering **end-to-end functionality for parking management services** (both for off-street and on-street parking). These will be carried out in London, Vilnius and Maastricht. Data, collected during this period, and gathered user feedback will be used to build a solid business and exploitation plan, together with other aspects such as **enablers and barriers** for the adoption of this EGNOS / EDAS / Galileo-based parking management services.

In addition, GALIPARK proposes a **thorough analysis of user navigation performances in different scenarios** present in the project (and the trials themselves) –including urban canyons- using the **combination of Galileo, GPS and EGNOS**, allowing to extrapolate the results of the trials to scenarios involving an operational Galileo constellation. For this purpose, the powerful **simulation tool POLARIS®** will be used in the project.

The call is available at:

http://cordis.europa.eu/fp7/dc/index.cfm?fuseaction=UserSite.cooperationDetailsCallPage&call_id=191

The Commission proposal on the 7th Framework Programme and timeline are available at:

http://ec.europa.eu/prelex/detail_dossier_real.cfm?CL=en&DosId=192725

Other calls for proposal can be found at:

<http://cordis.europa.eu/fp7/dc/>

ANNEX I:

EU Lexicon

- **Green paper:**

A discussion document intended to stimulate debate and launch a process of consultation, at European level, on a particular topic. A green paper usually presents a range of ideas and is meant to invite interested individuals or organizations to contribute views and information. It may be followed by a white paper or an action plan, an official set of proposals that is used as a vehicle for their development into law.

- **White paper:**

A document containing proposals for European Union action in a specific area. They sometimes follow a green paper released to launch a public consultation process but issues more stronger recommendations than those of the Green paper. The White paper is the last stage before the proposals it contains are sent to the European Parliament

- **Action plan:**

A paper setting goals objectives and targets and analyzing the different action lines needed or possible in order to achieve those goals. Included is an impact assessment indicator scheme to be able to adapt previous actions to the evaluation made to ensure an adjusted follow-up.

- **Directive:**

A legislative act of the European Union which needs to be transposed into national law in order for it to become.

- **Regulation:**

A legislative act of the European Union which becomes immediately enforceable as law in all member states simultaneously.



The EPA Parking Data Base Project
ACTIONS IN THE FIELD OF URBAN MOBILITY – TREN/SUB 02-2008

1.1 Concept and Objectives

The current proposal by the European Parking Association (EPA) is addressing strategic objective TREN/SUB 02-2008 with its **aim to develop a European wide information data base concerning the consistency and articulation of the on and off-street parking offer**. Today the lack of information concerning the effective consistency of the parking offer needs to be overcome so **as to assist planners and policy makers in integrating and optimizing the objectives of sustainable urban mobility** as set out in the Green Paper "Towards a new culture for urban mobility" adopted by the Commission in 2007.

The number of private vehicles in the countries that are part of the European Union exceeds the 200 million mark. This number reflects the effective consistency of the offer/demand of private transport. Systematic information concerning parking does not exist and the **necessity for a database arises from at least the following considerations:**

- ✓ In accessing the urban centres of many European towns and cities more often than not the principal transport mode is evidently expressed by the use of the private car;
- ✓ The European private car fleet potentially occupies the equivalent of nearly 1 million km of urban roads;
- ✓ **30% of urban traffic** is evidently caused by **cars looking for parking**;
- ✓ **Cars spend at least 90% of their lives parked.**

Today, urban mobility needs to be adapted. To do so it is necessary to optimise and integrate all the contributions that the different components of the urban mobility system can offer with the aim of achieving a sustainable urban mobility system.

As stated in the Green Paper, **Urban Parking Infrastructures are an important component of such mobility system** in that they **make available alternative off-street public space enabling a mix of:**

- ✓ Inner-city accessibility for the use of private cars;
- ✓ Land Use Planning alternatives;
- ✓ **Urban infrastructural support**, for example for the **electric recharging** of clean environmentally friendly cars and **co-modality solutions** (logistic support for collective or individual alternative modes).

The European Parking Association today represents **21 European National Parking organisations** and as a result has the exceptional opportunity of having access to national and local organisations and to the principal actors of the mobility sector via its national organisations.

The EPA Project aims to establish the creation of a European Parking Data base in order to **enable planners and politicians to have available a realistic overview of the consistency of differentiated parking offers** and subsequently be aware of objective requirements and possibilities to enable the development of realistic solutions aimed at **guaranteeing sustainable integrated accessibility** to the urban areas and inner-cities.

The overall **project's objective** is divided into three parts:

1. **Design and establish the methodology** for the collection of the information of the European parking data base and its testing. To do so the proposal foresees **selecting 6 pilot cities** from the following 6 countries (The Netherlands, France, Spain, Italy, U.K., Germany) on the base of the existence of a mix of both public and private components of urban transport, modal shift data, demographic and economic growth trends, environmental impacts, innovative inner-city planning, effective inner-city accessibility.
2. The second phase, should the results meet the approval of the Commission, will be to **collect the parking data** on the basis of the results of the first phase from the principal cities in all countries that are part of the association;
3. The third and final part will be **the publishing of integrated parking data and guidelines for policy makers and planners**. The results contemplate the presentation of **urban "co-mobility" indicators** aimed at guaranteeing sustainable accessibility, advancing dynamic contributions that the parking infrastructures offer within the urban mobility system and the setting up of a European Parking Data Bank that informs on the state of art of one of the largest and most critical components of the urban mobility system.

A period of one year for the first phase is appropriate. The request for a contribution for the first phase will be elaborated should there be an acknowledgement from DG TREN of the added value of the proposal.