



Dear EPA members and friends,

the EPA looks back on a very successful 2010 with new associate members joining our association, a relaunch for our magazine Parking Trend, constructive meetings with EU representatives in Brussels and a general meeting in Liverpool that many members found both constructive as well as enjoyable. In 2010 the EPA data collection has been initiated and first results published and EPA was well represented on EU conferences. Read more about this in the LOGOS monitoring from page four of this newsletter.

The themes and programme for the 15th EPA congress in Turino from 14th to 16th September 2011 have been set by the international Technical and Scientific Committee and soon registration for this most important EPA Event in 2011 will be possible.



Wishing you all a peaceful Christmas and a Happy New Year,
Elisabeth Herles and Gerry Trost-Heutmekes

EPA Award 2011



We are currently receiving entries from all over Europe for the biannual EPA Award. The deadline is **January 1, 2011**

On www.europeanparking.eu rules and regulations can be downloaded or you may contact the EPA Secretariat for the entry documents as a word format.

Members of the 2011 jury are: Antonio Cidade Moura (chairman), Bernd Beer, Jordi Bonet, Jean-Jaques Decaesteke, and Peter Martens as secretary. The jury chooses one object from any of the four categories for a special jury award. In 2011 this 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. The jury trip to the shortlisted objects will take place in the week from May 23rd to May 27th, 2011.

IPA Market Report

The Irish Parking Association has commissioned a market research about the Irish Parking sector. The report can be obtained from the EPA Secretariat.



EPA Congress 2011

“Parking: the new deal” is the title of the 15th EPA congress in Turin in Italy from September 14-16, 2011. The four macro themes are:

PERCEPTION

Improving the image of the parking industry amongst the stakeholders (operators, decision makers, users, retail associations) and setting up an agenda for the future of parking policies.

INNOVATION

The future of the vehicles and the changing requirements on the parking offer, sustainable parking construction and transformation, electric mobility, connecting to mobility info systems and new services, energy suppliers and car designers and updating parking norms.

MANAGEMENT

The way cities will be accessed in the future will change and parking as a management activity, can have an important role. The indications on how to transform the parking infrastructure to a mobility infrastructure, the role of the operator, of the local authorities and the macro management of the area where the garage is positioned are examined here.

ECONOMICS

At an urban scale, the cost of congestion and the parking contribution, a parking business model for on street and off street parking to illustrate what goes into managing parking and the huge costs involved, new parking products and benefits, cost saving and growing markets, pricing as a tool, benchmarking of parking fees at EU level, a critical look at tariffs and taxes.

For further information please check the congress website www.epacongress.eu

EPA congress 2013

The selection of the host for the 16th EPA congress in 2013 has now started. Host organisations may either be a member of EPA or another organisation, such as a City or regional government, which has the support of the EPA member in that country. Those organisations expressing an interest in becoming the host for the 2013 Congress should send their initial proposals to the EPA Secretariat in Cologne:

- The name of the proposed host organisation and the names of any partners
- Initial ideas for theme, venue and dates of the congress
- Any other points of particular interest for the proposal

Timetable:

January 1, 2011	Deadline for submitting initial draft proposals
January 2011	Board shortlists candidates
March to May 2011	Inspection Committee visits shortlisted candidates
June 2011	Presentations to the Board and decision
September 14-16, 2011	Host city presented to delegates at 15 th EPA congress in Turin



Parking Trend International

Schedule for 2011

Issue	Editorial Meeting and Deadline	publication
2011_1	14 February	29 March
2011_2	16 May	28 June
2011_3	18 July 2011	29 August
2011_4	11 October	22 November



ESPA 2011 available

The European Standard Parking Award demonstrates that the carpark awarded fulfils certain standard criteria with respect to safety and customer services. Guidelines are available for download from www.europeanparking.eu or from the Secretariat.

Timetable EPA board meetings in 2011

Friday, January 21, 2011 Rome, Italy
Friday, April 1, 2011 Cologne, Germany
Friday, July 1, 2011 to be confirmed
Wednesday, Sept 14, 2011 Turin, Italy



EPA Bi-Monthly Monitoring Report: EU Affairs and EU Projects – November/December 2010

Content

[EPA Secretary General participates in Conference on Urban Freight Transport and Logistics by the European Commission and the Belgian Presidency](#)

The European Commission and the Belgian Presidency promoted innovative and sustainable solutions to problems related to urban freight transport and logistics at a conference on urban freight transport and logistics that took place on the 16-17 November in Brussels. One of the workshops of the conference focused on the Last Mile Delivery and was moderated by **Gerhard Trost-Heutmekers, the Secretary General of EPA.**

[EPA's Peter Martens spoke at the Annual Polis Conference in Dresden](#)

Over 240 mobility experts from 20 countries gathered on 25-26 November in Dresden to attend the annual conference of the POLIS network. One focus of the 2010 annual conference was on the challenges of financing urban and regional mobility. Also **Peter Martens from the EPA** was among the speakers

[Transport Ministers reached conclusion on the cross-border traffic offences](#)

The Council reached a conclusion on a political agreement on a draft directive facilitating crossborder exchange of information on a number of traffic offences that considerably jeopardise road safety. The aim is to enable a member state in which an offence has been committed with a vehicle registered in another member state to identify the holder of the vehicle so that sanctions can be enforced.

[MPE holds a successful Dinner Debate on the Complementarities of Rail and Road organised by LOGOS](#)

On 9th November 2010, Mobility for Prosperity in Europe (MPE) organised a well-timed and remarkable Dinner Debate in the European Parliament on the

Complementarities of Rail and Road in the carriage of freight.

[Exchange of views with Commissioner Kallas: EC Work Programme 2011](#)

Vice President Siim Kallas appeared before the EP Transport (TRAN) Committee on 11 November to qualify the Transport White Paper which he will present in 2011 together with major policy papers on future energy and climate as the most important strategic document of the Commission for the years to come.

[The TRAN Committee discussed their opinion on the European Urban Agenda and its future in Cohesion Policy.](#)

The Rapporteurs presented their opinion on the European Urban Agenda and its future in Cohesion Policy

[Members of the EP Transport Committee discussion Road Safety](#)

In the second Transport Committee meeting this November, the MEP Dieter-Lebrecht Koch presented his initial ideas on the Commission's Communication on Road Safety.

[On a personal note:](#)

Dear EPA members,

This is the last EU Monitoring from LOGOS Public Affairs, as our continuing partnership with the EPA foresees a shift of work prioritises for 2011. We have enjoyed writing for you, and naturally we look forward to maintaining the excellent relationship with the EPA and remain at your service.

Season's greetings and our best wishes for 2011,

Tom Antonissen and Ingke Wiese from LOGOS



- ✓ **EPA Secretary General moderated a workshop at the Conference on Urban Freight Transport and Logistics, organised by the European Commission and the Belgian Presidency!**

The European Commission and the Belgian Presidency promoted innovative and sustainable solutions to problems related to urban freight transport and logistics at a conference on urban freight transport and logistics that took place on the **16-17 November in Brussels**. The conference brought together about 250 experts from across Europe to discuss how urban freight transport and logistics can be made more efficient, cleaner and seamlessly linked with long-distance transport on the trans-European Transport networks.

The conference is part of the roll-out of the **Commission's Action Plan on Urban Mobility**, adopted in September 2009. The action plan proposes 20 initiatives to help and encourage local, regional and national authorities in achieving their goals for sustainable urban mobility. EU funds continue to support new approaches to urban freight transport through **CIVITAS**, an EU initiative that helps cities to achieve a more sustainable, clean and energy efficient urban transport system.

One of the workshops of the conference focused on the **Last Mile Delivery** and was moderated by **Gerhard Trost-Heutmekers, the Secretary General of EPA** (LOGOS attended the full conference and this specific workshop in particular). After giving a brief overview of the European Parking Association, the sector itself and how smart parking policies can contribute to resolving the "last mile" issue, Mr. Trost-Heutmekers introduced a panel of experts on the topic, and guided the discussions following each presentation. It was particularly encouraging to see that the **Brussels Minister of Public Works and Transport, Ms. Brigitte Grouwels**, who spoke at the Opening Session, chose to attend this particular workshop as well.

The panel of speakers consisted of **Marcel Huschebeck, President of BESTUFS**, who spoke about the BESTUFS project (Best Urban Freight Solutions, www.bestufs.net); **Didrik Janin**, who reported on the experience of "La Petite Reine" (electric tri-porters); **Peter Sonnabend, DHL**, who discussed the impact on the last mile of parcel distribution and the DHL Packstation; **Mark Degenkamp, City of Utrecht**, who addressed the delivery to consumers and the role of E-Commerce and **Robert Goevaers, Dutch Ministry of Economic Affairs, Agriculture and Innovation**, who spoke about Night Deliveries.

The individual presentations of the speakers were followed by an active debate and Q&A Session. **LOGOS' Tom Antonissen** asked whether any of the speakers had envisaged (off-street/underground) parking facilities as "hubs" for last mile delivery in urban areas. **La Petite Reine** responded that 4 out of their 6 facilities are established within off-street parking areas through a specific contract with the operator and local authority. **DHL** furthermore stated that since the liberalisation of the postal services, there were no more depots and thus space in cities became very expensive. Therefore there is a need for collaboration (through Public-Private Partnerships) to set up such hubs.

For further information, please contact the EPA Secretariat or for the presentations and "web streaming" of the session, please check:

http://ec.europa.eu/transport/urban/events/2010_11_16_urban_freight_en.htm

<http://www.civitas-initiative.eu>



✓ **EPA's Peter Martens spoke at the Annual POLIS Conference in Dresden.**

Background: *The POLIS network unites some 70 cities and regions, local public transport corporations, transport and mobility authorities and research institutes from 17 European countries and aims at the development of better traffic and transport solutions. The City of Dresden has been a member since 2004 and is serving as president of the POLIS network for 2010 and 2011.*

Over 240 mobility experts from 20 countries gathered on **25-26 November in Dresden** to attend the annual conference of the POLIS network. Specialists for mobility, urban and regional transportation, traffic management, freight and road safety from public authorities, universities and industry were discussing innovative solutions for local mobility during two days in the capital of Saxony.

The conference was opened by the newly re-elected **President of POLIS and Mayor of Dresden, Helma Orosz**. She said that *"an increasing proportion of the European population is living in our towns and cities. The question of urban mobility is thus gaining ever greater significance - for the citizens, for politicians and for city administrations. Our cities need efficient transport systems which satisfy the needs of both the local citizens and the economy. Such challenges cannot be solved by an isolated individual, but only through the common efforts and ideas of both public and private lobby representatives - together and in conjunction with the mobilisation of European resources and innovation potential"*.

One focus of the 2010 annual conference was on the challenges of financing urban and regional mobility. The speakers analysed the situation in various countries. Several initiatives addressing the more efficient organisation of freight transport were presented, showing how congestion can be avoided and air quality improved in our cities. Traffic planning and traffic policies geared to improving the quality of urban life and reducing the negative impact on climate were further topics which were discussed at the conference.

Peter Martens, Chairman of the EPA Policy & Strategy Committee, was among the speakers. He addressed the topic of parking in Europe. He gave a general overview on the parking sector and reported that there are 220 million cars in Europe and an estimated 400 million parking spaces – though their situation and financing differs whether they are residential, off-street or on-street. He stressed that parking is not just about cars but also about intermodal transfer. Mr Martens further stated that one has to be aware of both the costs and benefits of parking: sufficient parking improves the quality of public spaces, can provide battery chargers for electric cars and if well planned contribute to reducing emissions. However, policymakers and the general public must become more aware of the actual cost of different parking policies and realities, so that the correct (pricing) signals can be given to urban traffic.

Overall, the forums reflected the full diversity of the **EU action plan on urban mobility**. Traffic and mobility experts from the European Commission and the European Investment Bank reported on their activities in the field of urban and regional mobility, and on how the cities are supported in their attainment of European environmental and competitive targets.

For more information on this conference and the presentations of the speakers, please visit <http://www.polis-online.org/index.php?id=556>



✓ **EU Transport Ministers agreed to punish drivers for traffic offences they commit abroad.**

Background: *The proposal for a Directive on Cross-border Enforcement of Traffic Laws was presented by the EU Commission in April 2008 and endorsed by the European Parliament in December 2008, subject to a number of amendments. However it was blocked within the Council, essentially because of serious doubts as to whether the transport policy provisions of the EU treaty, on which the Commission based its proposal, are an appropriate legal basis for the planned directive, considering that there are no common EU rules on traffic offences. In July 2010, the Belgian presidency reopened the discussion on the proposal by introducing a new legal basis, namely the provisions on police cooperation of the recently adopted Lisbon treaty, and clearly focusing on information exchange, while leaving enforcement to the individual member states.*

The **Transport Council** concluded a political agreement on the expected cross-border enforcement directive during their **meeting in Brussels on 2 December**.

The aim of this directive is to enable a member state in which an offence has been committed with a vehicle registered in another member state to identify the holder of the vehicle and investigate who is personally liable for the offence, so that sanctions can be enforced. The measure is intended to improve road safety and to ensure equal treatment of drivers irrespective of their country of residence.

According to **Commission Vice-President Siim Kallas**, responsible for transport, *"A foreign driver is three times more likely to commit an offence than a resident driver. Many people seem to think that when they go abroad the rules no longer apply to them. My message is that they do apply and now we are going to apply them."*

In practical terms, this allows for the exchange of data between the country in which the offence was committed and the country in which the car was registered. EU figures suggest that foreign drivers account for 5% of traffic but around 15 % of speeding offences. Until now, most go unpunished, with countries unable to pursue drivers once they return home.

The offences which will be included are the **four "big killers"** which cause 75% of road fatalities: speeding, drink driving, failing to wear a seatbelt and failing to stop at traffic lights. However, Kallas announced that the Council wants to go further and bring in *"other offences which can be just as dangerous to road users and pedestrians as well"*, such as driving under the influence of drugs, not wearing a crash helmet, illegal use of emergency lanes and illegal use of a mobile phone while driving. He concluded by stating *"That is very good news for road safety. And good news for the millions of European citizens who want to drive safely on Europe's roads"*.

For more information please see the following documents:

Commission Memo: <http://europa.eu/rapid/pressReleasesAction.do?reference=MEMO/10/634>
<http://europa.eu/rapid/pressReleasesAction.do?reference=MEMO/10/642&format=HTML&aged=0&language=EN&guiLanguage=en>

The Council Press Release:

http://www.consilium.europa.eu/uedocs/cms_Data/docs/pressdata/en/trans/118215.pdf



- ✓ **MPE holds a successful Dinner Debate on the Complementarities of Rail and Road, organised by LOGOS.**

On 9 November 2010, Mobility for Prosperity in Europe (MPE, www.mobilityeurope.eu) – a Brussels-based platform gathering transport-related organisations as well as large companies which make extensive use of transports in their operations – organised a well-timed and remarkable Dinner Debate in the European Parliament on the **Complementarities of Rail and Road** in the carriage of freight.

As transport remains of vital importance to a competitive Europe, it is clear that the EU must develop a fully integrated transport system that will meet users' needs in 2020 and beyond. The intense discussions on the forthcoming White Paper on the Future of Transport show that Europe is indeed moving towards a more integrated European Transport System. Intermodality and co-modality are the buzz words of the moment.

In this context, MPE, whose Secretariat is managed by LOGOS, organised a Dinner-Debate in the European Parliament Members' Restaurant attracting around 70 participants. 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, NGOs, journalists and other key stakeholders. Speakers at the event were, next to the MPE President and former MEP, **Ari Vatanen** and Executive Chairman **Rik Nuyttens** from 3M Europe, the **MEPs Brian Simpson** (Chair of the Transport Committee of the European Parliament) and **Saïd El Khadraoui** (Member of the EP Transport Committee, Rapporteur on Eurovignette), **Pawel Stelmaszczyk**, European Commission, DG MOVE, Head of Unit Logistics, Co-modality, Motorways of the Sea & Marco Polo as well as MPE-members **Patrick Ozoux** from Michelin and **Mike Sturgeon** from ECG (the Association of European Vehicle Logistics).

All speakers agreed that in order to have a truly integrated transport system **it is important to put the different modes of transport on a level playing field** by allowing people and companies to choose their favoured mode, supported with the right information.

Pawel Stelmaszczyk, DG MOVE, Head of Unit Logistics, Co-modality, Motorways of the Sea & Marco Polo, explained the Commission's current work on the **upcoming publication of the White Paper**, saying that the EU Transport Policy is currently facing three major challenges: Processing the information in relation to cargo freight (e.g. digitalising the information and making them available); the external costs of Transport (how to measure and how to create incentives to reduce them) and empty runs of trucks (approximately 25-27% of the trucks run empty, a reporting system could help reducing the number).

Saïd El Khadraoui, member of the European Parliament Transport and Tourism Committee and rapporteur on the Eurovignette III Directive provided the participants with some closing remarks. He highlighted the need of both modes complementing each other. He stressed that much has to be done still in order to achieve a levelled playing field; for example in the field of decarbonisation, R&D and innovation. With regards to the **Eurovignette Directive**, he explained that the European Parliament and Council need to agree on a common text, despite having different ideas about what to include in the list of possible external costs. He however stressed that the European Parliament will push for earmarking to be included in to proposal again.



The agenda, pictures, full press release, the presentations and more information on MPE can be found on <http://www.mobilityeurope.eu/en/news/mpe-gathered-high-level-speakers-and-participants-to-discuss-the-complementarities-of-rail-and-road-at-a-successful-dinner-debate.html>

✓ **Exchange of views with Commissioner Kallas: EC Work Programme 2011.**

Vice President of the European Commission **Siim Kallas** appeared before the EP Transport Committee (TRAN) on 11 November to qualify the **Transport White Paper**, which he will present early 2011 together with major policy papers on future energy and climate, as the most important strategic document of the Commission for the years to come. Three pillars will be at the heart of this White Paper: **Internal market, Innovation and Infrastructure**.

The objective to complete the internal market in all transport modes in order to create a Single European Transport Area will need further actions in the road goods market. Furthermore, the Commission plans to present in 2011 a **package on e-mobility for all transport modes** in order to better serve the citizens, improve the functioning of the internal market and increase safety. Proposals will touch upon e-maritime, the recast of the digital tachograph and a review of the situation of electronic tolls in the EU. A further main priority is the infrastructure development and innovation with the **revision of the TEN-T Guidelines** and a **Strategic Transport Technology Plan**. 2011 will be the starting point for the discussion on the funding and programmes for the next Financial Framework where the Commissioner advocates a close cooperation with TRAN Members to get the funding right.

As always safety and security guidelines and **measurable targets for all transport modes** will play a crucial role. Commissioner Kallas announced a comprehensive transport security policy for all transport modes and new legislation to establish a regulatory framework for the use of security scanners. Members shared the Commissioner's views on the strategic importance of the White Paper but criticized the delay of its adoption. They welcomed his announcement of ongoing preparatory works on **e-ticketing in the railways sector** and on taking into account the social dimension of transport.

The Commission work programme can be found here
http://ec.europa.eu/atwork/programmes/index_en.htm

✓ **The TRAN Committee discussed their opinion on the European Urban Agenda and its future in Cohesion Policy.**

After having presented the draft opinion on the European Urban Agenda and its future in Cohesion policy in the TRAN Committee meeting at the beginning of November and stressing the importance of exchanges of best practice in order to **improve mobility in urban areas**, Rapporteur **Ms Anna Rosbach MEP** discussed the amendments submitted in the TRAN Committee meeting in the second November meeting. Some Members referred to the **need to implement the current action plan**. The compromise amendments proposed by the Rapporteur attracted broad support. The same goes for the general opinion that transport is a key element for urban development and therefore very important for future cohesion policy in this area. However some Members, including the Rapporteur,



thought that **urban transport was primarily a local and national responsibility falling under the principle of subsidiarity.**

The timetable foresees an adoption in the EP Committee on Regional Development (REGI) in January 2011.

✓ **Implementation of the cohesion policy programmes 2007-2013**

Background: *The Cohesion Fund contributes to interventions in the field of the environment and trans-European transport networks. It applies to Member States with a Gross National Income of less than 90% of the Community average which means it covers the new Member States as well as Greece and Portugal. Spain will be eligible to the Cohesion Fund on a transitional basis. In the new period, the Fund will contribute alongside the ERDF (European Regional Development Fund) to multi-annual investment programmes managed in a decentralised way, rather than being subject to individual project approval by the Commission.*

The **rapporteur Mr Kohlíček** tried to align his opinion with the one being prepared for the SURE Committee. Of **€82 billion cohesion funding for transport**, only half was going to TEN-T. Moreover the **road/rail imbalance was being exacerbated**. He called for more certainty on expenditure timetables and recalled the added value of TEN-T projects. Members noted the sectoral imbalances, low payments implementation, the **role of national governments in project choice** and, in particular, the importance of cohesion funding for transport infrastructure projects. They emphasised the need to optimise coordination, management and targeting of this expenditure, including through close coordination with the Committee on Regional Affairs.

Next Steps:

Adoption in TRAN: January 2011

Adoption in plenary: February 2011.

✓ **Members of the EP Transport Committee discuss Road Safety.**

In the second Transport Committee meeting this November, the **MEP Dieter-Lebrecht Koch** presented his initial ideas on the **Commission's Communication on Road Safety**. In principle, he supported the strategic objectives proposed by the Commission. However, Mr Koch regretted that, **instead of a new Action Programme, only some weaker policy orientations were put forward**. He also argued that the envisaged measures - although going in the right direction - should be further developed in order to meet the **Commission's proposed target of a further 50% reduction of road deaths by 2020**. The Rapporteur outlined some of his ideas to complement the Commission's approach. They revolved around new technical solutions for cars and motorcycles, **ITS** (such as eCall for motorcycles, buses and trucks and the promotion of intelligent speed assistance systems), the **improvement of data on road safety**, and a further development of the road safety charter. The Rapporteur also advocated the nomination of an EU Coordinator for road safety (but not the setting-up of a new Agency), as well as a **further harmonisation of rules and traffic signs**. Finally he suggested a more ambitious 'Vision Zero' in the long run as well as **additional and measurable targets for a better monitoring of road safety developments**.



In the subsequent debate Members by and large welcomed the Rapporteur's approach. The general view was that the Commission's policy orientations were insufficiently ambitious. Other issues raised included appropriate and harmonised limits for blood alcohol, **effective cross-border enforcement of road transport legislation** as well as new challenges with regard to the ageing population. **For the Commission, Mr Pasquarelli** said that the EU should focus on implementing existing rules rather than on new legislation. He stressed the need for an **impartial accident investigation scheme** and announced the publication of a new Road Safety Action Programme as a follow-up to the current policy orientations.

Next Steps:

Draft report: February 2011

Adoption in the TRAN Committee: May 2011

Adoption in plenary: June 2011.

For more information see <http://www.europarl.europa.eu/oeil/file.jsp?id=5879452> and the Commission Communication "**Towards a European road safety area: policy orientations on road safety 2011-2020**": http://ec.europa.eu/transport/road_safety/pdf/com_20072010_en.pdf