



EPA Newsletter

2008 - 2

Dear members,

Please find below latest news of the EPA and forward this newsletter to the members of your association.

Administration of EPA

The Board met on 26th September 2008 in Wiesbaden, Germany. Main subject of the meeting was the decision about the tender for the EPA administration.

The Board voted for the offer of the German association Bundesverband Parken e.V. This means that our office will remain in Cologne.

The EPA will extend its activities to Brussels in order to become involved into Europe wide actions. Partner of the EPA will be LOGOS Public affairs.

LOGOS is an independent public affairs firm based in Brussels. LOGOS was founded in 1998, and today has a broad practice in the areas of regulatory law, public affairs, coalition management and consensus building.

LOGOS is a founding member of EPACA, the European Public Affairs Consultancies' Association. LOGOS is a signatory to the EPACA code of conduct for public affairs professionals, and all LOGOS consultants are signatories of the European Parliament's code of conduct for interest groups. LOGOS provides a management for associations to be represented in Brussels.

The main task of LOGOS in the first step of our cooperation will be to:

- Setting up a specific Monitoring System for EU Affairs, corresponding to the EPA's interests
- Providing a monthly report to the EPA on these EU Affairs, as well as Alert Memos at shorter notice when urgent developments occur
- Setting up a specific Monitoring System to identify possible EU-projects, EU Tenders and/or calls of interest to the EPA
- Supporting as appropriate the internal and external media (website – communications, though these will be handled mainly by the current providers to the EPA)
- Ensuring a Brussels' presence to the EPA Secretariat (established in Köln, Germany), but facilitating its representation at EU level only when

EPA's future communication will be in the hand of the company Maenken Communication, seated in Cologne, close to our head office. Maenken Communication will be leading the entire communication media of EPA, as there are:

- Parking Trend Magazine
- Website [www. Europeanparking.eu](http://www.Europeanparking.eu)
- Newsletters

A close cooperation between our Secretary General Gerry Trost-Heumekers and Maenken Communication will be guaranteed.

The staff in the head office will be enlarged. EPA will have in the future a second person besides our Secretary General which will be at our disposal for 20 hrs./week.

The new administration and service will start from the 1st of March 2009.



EPA Award 2009

The new rules and regulations for the European Parking Award 2009 have been published recently in the Parking Trend issue from October 2008.

The assessment criteria can also be downloaded from the EPA website

www.europeanparking.eu.

The deadline for registration has been extended to February 1st, 2009.

EPA Congress 2009

The preparation of the congress is just going well. The organising committee has received many applications for presentations. Not all of them can be taken into consideration. The preliminary program will appear in January 2009. Deadline for early registration and discount on participation fee will be March 31st, 2009.

www.epacongress.eu

New EPA Task Group “EMV Standard“

A new standardisation for credit card payment, called “EMV” will soon come to reality. We have been informed by several members of the EPA that this will probably cause disadvantages to the parking business if no adequate solutions for the parking industry will be made.

The parking associations from Norway – NORPARK – and Sweden – SVEPARK – have started an initiative to build up a task group which will deal with this item.

The problems which may coming up, when chip and PIN on credit cards will be introduced, are described as follows:

- A less consumer friendly parking environment
- Logistic problems will appear
- Traffic problems such as congestions at entrances and exits
- Requirements for CCTV to prevent fraud/skimming in open places where not always a lot of persons are. Most of our pay stations are unmanned.
- What about cards edited by i.e. the Petrol Industry?
- Will there be time enough to replace old equipment? Are there enough deliverers? Could mobile parking / Autopass / Brobizz / GPS be a solution?
- Have all transactions to be run in the EMV network?
- Will the rest of the world continue to use magstripes?
- Must all transactions be on line?
- Can we use “banks” with less strict regulations?
- We need detailed specification of requirements/demands!
- What is the cost in connection with this?
- Are there any alternatives?
- Other consequences such as security, manning, CCTV...

Further problems are:

- Older generic magstripe readers without PIN entry capabilities need to be replaced. This should be fairly easy to do, although the cost may be significant in some situations, depending on the state and upgradeability of existing equipment. The suppliers seem to have equipment ready. None of this equipment has been certified



- for use in Norway by Bankenes Standardiseringskontor (BSK – The Banks Standardization Offices), but it is assumed that the suppliers themselves will contribute to getting equipment certified as part of new orders.
- In Norway, a lot of gate-controlled parking allow users to identify themselves on entry and pay on exit by simply putting in their credit card on entry and again on exit (log on / log off). With the new requirements from the latest EMV standard and deadlines, log on / log off as described will no longer be possible. This represents a major setback from the current accepted and very user friendly solution that log on / log off represents today. Technically, it may be possible to require pin entry on entry and exit, possible even only on exit, but there are practical problems related to this as well (security and user issues related to the use-case of inputting PIN left handed while seated in the car)
- Future PIN-less payments (contact less, near-field-communication) will be limited to smaller amounts (less than 15€) and will therefore not be an alternative for airport parking and car parks in cities where fees are typically larger.

The EPA is appreciating the proposal for action to establish a Europe wide action/task group. Our colleagues from Sweden and Norway announced to chair the group. The group has been constituted recently and further participants from other member countries of the EPA are welcome. The first meeting of the new task group will be already in January 2009.

Please send your application for participating in the task group to the EPA office in Cologne.

New EPA Task Group “Pay & Display Parking & Enforcement”

The European Parking Association wishes to conduct a survey, to develop a view on the possibilities and constraints of pay & display parking in the European countries. Due to differences in legislations and restrictions operational differences can be seen from country to country.

Those differences have their effect on successful parking policies in cities and on successful operation of purpose built parking facilities:

- In some countries parking enforcement on street by the public authorities is very low, hence only one or two hours of parking are collected in the P&D machines, while the capacity is completely occupied all day. Specially built parking facilities, developed to decrease on street parking and improve the public area climate, are barely used.
- Owners of private parking area for selected users (i.e. staff parking areas or residential areas) may call on private operators to control the area for non licensed parkers. Proper legislation must be in place to enable enforcement of restricted parking.

At first sight four area's are to be covered:

- 1 On street paid parking, using P&D machines with enforcement
- 2 Restricted on street parking without payment (i.e. blue zones, restricted zones for licensed residents etc)
- 3 Privately owned zones, using P&D machines with enforcement (i.e. shopping centres)
- 4 Privately owned areas with restricted parking (only for visitors, staff parking etc)

The survey should address following issues:

- What can be done to maintain the parking policy intended?
- How can it be enforced?
- What if the customer doesn't apply and uses his right of complaint?
- Can enforcement be outsourced or is it reserved to public bodies?



- Access to license plate registers?
- What is the usual amount of a control fee and who decides on it?

The survey should cover as much as possible EPA member countries. Please inform the Secretariat of EPA if you are interested in participating in the new task group and nominate your participant.

A time schedule for the meetings will be fixed as soon as the group is set up.

On behalf of the European Parking Association we wish you a merry Christmas and all the best for the coming year 2009.

Cologne, 12th December 2008
European Parking Association
Gerry Trost-Heutmekers
(Secretary General)