

Dear EPA members and friends,

to keep you informed about the latest EPA developments here comes EPA newsletter no 4/2009 including the regular EU monitoring from our partner company LOGOS (page 3-8).

If you have any comments or news from your association you think could be interesting for the newsletter please let us know.

Yours with best wishes for a good summer and relaxing holidays,
Gerhard Trost-Heutmekers

ASESGA and ANEPE



The Spanish Association ASESGA and the Portuguese Association ANEPE celebrated a Brotherhood Act in Madrid on June 22, 2009.

Both associations are intensifying their collaboration which already started in the Iberian Seminar. They will continue to stimulate joint programs directed to accomplish excellence in the services to city mobility.

EPA President Joan Font with Jaime Lopez Aguilar, President ASESGA (Spain) on the left and Antonio Cidade Moura President ANEPE (Portugal) on the right

Parking Trend International

Please note that the editorial deadline for the upcoming edition of Parking Trend International is August 15, 2009. As usual there is some space reserved for news from the EPA member associations. If you would like anything to be published in the September edition of PTI please send it directly to Hub Durlinger Media hub@durlingermedia.nl with the EPA Secretariat in cc.

European Standard Parking Award

Draft rules and regulations have been distributed for comments to the EPA members. Deadline for amendments, suggestions and additions is August 31, 2009.



EPA Elections in General Meeting on Sept. 25 in Vienna

All EPA members have meanwhile been officially invited by email and notified about the agenda. The general meeting will take place on September 25, 14.00-16.00 h.

This year (re-)elections for the following positions will take place in the general meeting.

- ✓ EPA president
- ✓ two board members (the other two board members will be (re-) elected in 2010)
- ✓ Members of the Policy and Strategy Committee

Please note that applications for the above mentioned positions must be received by the EPA Secretariat four week prior to the general meeting, i.e. not later than August 28, 2009.

EPA Congress 2009

187 participants have meanwhile registered for the congress. If you have not yet registered please have a look at the congress website where there is also a possibility for online registration. www.epacongress.eu

EPA Congress 2011

Two cities have applied to host the congress in 2011: Torino in Italy and Paris in France. A delegation of EPA board members visited both cities and the decision will be taken by the board in the next few days. The host city will be announced on the occasion of the congress in Vienna all members will be informed about the outcome.

EPA participation in EU-STEER Proposal – postponed

Due to the necessary registration of the EPA as an association in the German register of associations a submission under the tight deadline has shown to be impossible. Thus EPA will reapply again at a later stage. Please find further information in the LOGOS monthly monitoring report below on page 3.

EPA EU-Proposal GALIPARK rejected

Please refer to page 4.

Upcoming Meetings

July 3, 2009	Policy & Strategy Committee in Barcelona
July 10, 2009	EPA board meeting in London



EPA Monthly Monitoring Report:

EU Affairs and EU Projects

May/June 2009

EU Projects:

- ✓ **STEER call deadline 25 June – EPA decided to postpone its proposal for a next call**

Background note: LOGOS and its partner in sustainable mobility ConSideR (www.consider-group.com) prepared a **first draft for a proposal on “Pro-Active Parking”** which would entail the study and set-up of a network for sharing best practices in three concrete fields that relate to sustainable parking management. The EPA Board decided that LOGOS would go ahead with setting up the proposal, which was renamed PRACTI-PARK “Assisting Local Authorities in Pro-Active Parking Management”.

Due to administrative reasons and a very tight schedule, EPA preferred to postpone the work that was undertaken to compose the PRACTI-PARK consortium (which included – next to LOGOS and ConSideR – also Edinburgh Napier University, the European Union Road Federation (ERF), Mobycon.nl as well as 9 cities, municipalities and energy agencies representing a wide coverage of EU Member States) and set up the proposal under the strict guidelines of the European Commission.

Nevertheless, in view of the far-reaching stage of completion of the project, the work undertaken is far from lost, since EPA will re-engage in submitting the proposal during a next call for proposals under the Intelligent Energy Europe Programme (IEE), which will surely come out late 2009 or early 2010. When this happens, EPA will be in the capacity to fully take up its pre-destined role as leader of the PRACTI-PARK consortium, which will ensure a high level of visibility to EPA and its members.

LOGOS will in the mean time continue its actions to put parking policies higher up the agenda of the European Commission and the Executive Agency for Competitiveness & Innovation (EACI), which manages the IEE Programme and the calls for proposals. This postponement will also allow LOGOS and EPA to contact EPA-members (and their members) in order to explain the PRACTI-PARK project so that interested members could join the consortium as Partners or Interested Parties and benefit from EU funding as well as participating in the no doubt interesting results that will come from the project.

Furthermore, LOGOS managed to join last minute another proposal called TANDEM (TrANsport Demand management for European Mobility), upon the express support by POLIS (www.polis-online.org) and with a Support Letter from the EPA in which is stated that EPA will be fully included in the workings of the project and will be asked to use its network and communication channels to disseminate all information coming from the TANDEM-project (if it is accepted by the European Commission).



TANDEM intends to build on the work undertaken in the CURACAO-project (www.curacaoproject.eu) and will concentrate on three related fields of action within Transport Demand Management (TDM) and with special relevance for urban cities and regions:

1. **Innovative parking policies:** controlling the amount of car traffic parked in a specific area by means of price barriers or regulations.
2. **Access restricted zones and Green zones:** controlling levels of traffic in a specific area by regulating the entrance, both by physical means and regulations.
3. **Urban road user charging:** controlling levels of traffic in a specific area by charging for entry to it.

If you are interested to receive more information on both the PRACTI-PARK and TANDEM-proposals, please address the EPA Secretariat.

There are many untapped opportunities to save energy and encourage the use of renewable energy sources in Europe, but market conditions do not always help.

The **Intelligent Energy - Europe programme (IEE)** is the EU's tool for funding action to improve these conditions and move us towards a more energy intelligent Europe.

http://ec.europa.eu/energy/intelligent/index_en.html

✓ **GALIPARK-proposal received negative evaluation from the European Commission**

Despite the considerable amount of time and effort invested by both the EPA and LOGOS during the months of February and March, the GALIPARK proposal (see previous newsletter) received a negative evaluation from the European GNSS Supervisory Authority (GSA), much to the surprise of the whole consortium.

Even though the evaluators agreed that GALIPARK was addressing a pertinent issue in urban mobility (namely studying the use of Satellite Navigation Systems to better guide drivers to on- and off-street parking facilities in different urban settings), they claimed that mostly the technical aspects of the proposal (meaning the setting up of 3 trial sites across the EU and equipping a large amount of test-cars with the necessary technology to use GPS, EGNOS (EDAS) and ultimately GALILEO) were “not sufficiently clearly described, imposing significant risk if the project is to be practically implemented”.

However, as most of the consortium partners have expressed their desire to continue developing the GALIPARK-project, EPA and LOGOS will commit themselves to resubmit the proposal when a next call will be issued, and will in the mean time assist other Partners such as GMV, ERF and POLIS in lobbying the GSA and the Commission for a more favourable outcome a next time around.



✓ **CIP call for proposals launched in the field of eco-innovation**

The Executive Agency for Competitiveness and Innovation (EACI) has published a call for proposals for initiatives in the field of eco-innovation under the Competitiveness and Innovation Framework Programme (CIP). This call is aimed mainly at **organisations that have developed an environmental product, service, management practice or process which has a proven track record, but has not yet been fully marketed due to residual risks.**

The Eco-innovation initiative is intended to overcome those barriers to further market penetration and turn these products and processes into Europe's future eco-innovation successes. Applications from small and medium-sized enterprises (SMEs) are particularly encouraged.

The deadline for submitting proposals is 10 September 2009. Around **€30 million** will be available to fund new projects this year.

Eco-innovation projects 2009 call for proposals:

http://ec.europa.eu/environment/eco-innovation/call_en.htm

To access the application pack:

http://ec.europa.eu/environment/eco-innovation/application_en.htm

EU Affairs:

✓ **Commission wants cleaner, greener European transport – Publication of the Communication on the Future of Transport on 17 June 2009**

With this **policy paper (which calls for a reduction in the use of oil and the development of electric vehicles as a priority)** Antonio Tajani, the European Commissioner for Transport, aims to open a debate about how transport in Europe should develop over the next 20-40 years. He wants “carefully planned” spending on infrastructure to ease congestion.

The Commission wants to see public support to **speed up the development of electric and hydrogen-powered vehicles.** The paper says that **state aid-rules can play a role in promoting new technologies.**

Major review

The Commission paper represents the first major review of transport since the 2001 White Paper, which called for a shift away from the most polluting forms of transport, such as cars and lorries, to greener modes such as railways and short-sea shipping.



Urban mobility

In May, José Manuel Barroso, the European Commission President, said that transport would be a top priority for the next administration. Stavros Dimas, the Commissioner for the Environment, said that a **“transport and climate package”** – measures to promote low-carbon transport – would be forthcoming.

Tajani will publish a paper on urban mobility between late July and October (the long-awaited Urban Mobility Action Plan). This will attempt to promote walking and cycling and to protect the rights of public transport users. But the paper has been delayed for more than six months because of national governments' concerns that the Commission was over-stepping its competence. The paper is expected to focus on the EU's role in helping governments exchange ideas and best practice on greener city transport.

Source: *European Voice* (www.europeanvoice.com)

✓ Swedish Presidency – what does it convey for the EU?

Sweden will take on the Presidency of the Council (of Ministers) of the European Union in the second half of 2009. As a Northern European country sometimes accused of being *euro-skeptic*, Sweden will take the opportunity of this presidency to reaffirm its will to be a fully-fledged EU member and to strengthen its European influence. Since 1 July 2008, Sweden has been working in 'troika' with France and the Czech Republic to ensure continuity of the legislative work, producing an 18-month work programme.

In 2006, Sweden took a leading role as one of the world's “greenest” nations by setting an ambitious goal to achieve a completely oil-free economy by 2020 without building more nuclear power plants and by replacing all fossil fuels with renewable alternatives. Beyond its commitment to tackle climate change, the objective is to break dependence on fossil fuels to make the Swedish economy less vulnerable to oil price fluctuations and to make environmental technologies a wealth generator for Swedish companies.

Beside its priority areas, the Swedish Presidency will also have to work according to the European Commission's agenda. Beside its implementing activities, the current Commission will drive forward ongoing legislation and continue to adopt new proposals included those set out in its **2009 Legislative and Work Programme** which seeks to put into practice the Commission's **strategic objectives for 2009**. Legislative proposals on the Commission's agenda include the following (non-exhaustive selection):

- Transportable pressure equipment;
- Ensuring successful implementation of the **Galileo** project and preparation of future applications;
- Follow-up to the 2008 **Greening Transport Package**;



- Work towards development of Single European Sky Air Traffic Management Research (SESAR) and the European Rail Traffic Management System (ERTMS)
- Setting the EU's position for the December 2009 Copenhagen Climate Conference
- Implementation of the revised Emission Trading Scheme (ETS) and follow-up to the 2008 White Paper on Adaptation to Climate Change
- Implementation of the **Energy Efficiency Action Plan**, including a new initiative on **energy labeling of tyres** and implementing measures on domestic lighting and incandescent bulbs

The EPA Secretariat will provide to EPA members upon their request the full version of the LOGOS Guide to the Swedish Presidency.

Swedish Presidency website

www.se2009.eu

- ✓ **OECD International Transport Forum: TRANSPORT FOR A GLOBAL ECONOMY - Challenges & Opportunities in the Downturn, 26-29 May in Leipzig, Germany**

Tom Antonissen, Manager of the Transport Association Practice at LOGOS Public Affairs attended this high-level conference, organized by the OECD. It is a global platform and meeting place at the highest level for transport, logistics and mobility. Key figures from government and politics, business and industry, research and civil society will meet in Leipzig each year to debate a transport topic of worldwide strategic importance. The aim of the Forum is to foster a deeper understanding of the essential role

While acknowledging that transport systems, in general, have never been as efficient, clean, safe and cheap as today, the ITF Secretariat stressed the fact that on all these fronts enormous challenges lie ahead, if the global transport is to meet the demands of the 21st century.

The Forum concluded that the impact of the severe **economic downturn**, which has led to dramatic volume reductions in transport markets of 20%, may not be over soon. First, the risk of policies leading to protectionism or excessive restrictions on financial intermediation may prevent pre-crisis economic interactions from returning, and, secondly, the crisis reflects and may correct global imbalances, most notably – but not exclusively – that between the US and China. In addition, restoring some balance may reduce trade-intensity of growth, which, in turn, will affect future transport volumes.

While many **stimulus packages** around the world have significant transport components, projects with short lead times, particularly suited to maintenance and upgrade work of infrastructure, are required in order to create jobs rapidly and to resolve chronic maintenance backlogs in many countries.



Discussing how **to keep markets open and to avoid protectionism**, the Forum observed that further deregulation would serve as a permanent stimulus to the economy. Therefore, transport markets need to be opened to international competition, with opportunities remaining in all modes and in most regions.

Assessing **sustainability issues**, the Forum stressed the continuous challenges set forward by climate change. In this sense, sustainability in the transport sector does require improvement in economic efficiency, safety, social impacts and environmental protection. Incentives for technological advance and economic instruments for providing incentives for operators, industry and consumers to reduce emissions are central to this end.

The future development of **supply chains** will depend on the price of energy and the price attached to external costs such as CO₂, but increasingly on the capacity to provide reliable end-to-end services. Border crossings remain a serious problem, causing both delays and increasing costs.

The International Transport Forum 2010 "Transport & Innovation" will be held from 25-28 May 2010 in Leipzig under the Presidency of Canada.

OECD International Transport Forum
www.internationaltransportforum.org

✓ **Case Studies:**

Street Panthers in action, Thessaloniki, Greece.

The Street Panthers are a group of people, who prowl the streets of major Greek cities, slapping the vehicles of parking violators with orange stickers depicting a donkey in a car above the message, "I park wherever I want". They emerged from "Running Out of Space to Park and Places to Walk".

<http://www.streetpanthers.gr/>

http://www.eltis.org/study_sheet.phtml?study_id=2077&lang1=en

Mobility Management at the Mater Misericordiae University Hospital and the Children's University Hospital, Dublin, Ireland

The Mater Hospital and the Children's University Hospital have over 3,000 employees. Parking and planning constraints led the hospitals to take a strategic approach to reducing the number of single-occupancy vehicles accessing the site. Dublin City Council required a mobility management plan for the hospital. The latter decided to outsource this action to Vipre Ireland Limited.

http://www.eltis.org/study_sheet.phtml?study_id=2086&lang1=en

ELTIS Web portal on urban transport and mobility
<http://www.eltis.org>