



Dear EPA members and friends,

we would like to thank you all for your cooperation and wish you a merry Christmas, some relaxing and peaceful days with your families and all the best for a successful and good new year 2010.

Yours with kind regards

Gerry Trost-Heutmekers and Elisabeth Herles

EPA board_ allocated responsibilities

Who and Position	Responsibilities	EPA Members	Possible EPA members
Laurence Bannerman Member of the board	EPA congress 2011, chair of organizing committee International contacts and exchange of information	Italy Croatia Cyprus, The Netherlands	Turkey Greece Slovenija Serbia Montenegro
Nick Lester President	EU Affairs	Great Britain Ireland Norway Sweden Finland	Denmark Iceland
Philippe Princet 2. Vice President	Finance	France Belgium Luxembourg Hungary	Poland Estonia, Latvia Lithuania Czech Republic Romania Ukrania, Russia
Antoni Roig Member of the board and Policy and Strategy Committee	Policy and Strategy/ Business Plan	Spain Portugal	
Micki Rudolph 1. Vice President	Communication EPA and ESPA Awards International contacts and exchange of information	Germany Austria Switzerland Slovakia	

Board Meetings in 2010 are scheduled for:

Jan 29, Turin; Apr 23, Ajaccio; Jun, 2, Barcelona; Sept 23, Liverpool



EPA Policy and Strategy Committee

The Policy and Strategy Committee (P&S) met on November 20 in Maastricht. Peter Martens has been re-elected as chairman. The P&S will review the EPA business plan.

For 2010-2011 eight projects have been identified, partially to be run by EPA Task Groups:

1. Data Collection
2. Electronic payment systems & developments (chair: Sten Ake Hakanson)
3. On street parking & enforcement standards, cross border harmonisation (chair: Thor Franch)
4. Training & qualification of parking staff
5. Automated parking: standard requirements
6. Fire protection and regulations
7. Image of parking industry / Parking policies
8. Park & Ride

Task Groups 2 and 3 are already working. All EPA members will be informed about the proposed scopes of the new task groups and invited to participate.

P&S Meetings in 2010 are scheduled for:

Feb 5, Brussels; May 7, Berlin; July 9, Paris Sept 23/24, Liverpool

EPA General Meeting 2010

The annual meeting will take place on **September 24, 2010** in Liverpool in the UK.

The preliminary agenda is as follows:

Thursday	Sept 23, 2010	arrival of delegates
Friday	Sept 24, 2010	9.00 Registration of delegates
		9.30 -11.00 Technical lectures
		11.15 am General Meeting
		12.30 pm Lunch
		13.30 pm Visit of Liverpool One, Q-Park winner of the EPA Award 2009
		14.30 pm Closing/Departure

Every EPA full member association sends one delegate. Guests are welcome. There will be elections for the positions of two members of the board. Nominations for elections need to be received by the Secretariat by July 23, 2010.



Parking Trend International

From the upcoming issue the magazine ParkingTtrend International will appear with a new design. From now on Maenken Communications in Cologne will publish the magazine. The responsible editor is Marko Ruh (marko.ruh@maenken.com)

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 Von-der-Wetter-Strasse 25
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Schedule for 2010	Issue 1 March	Issue 2 June	Issue 3 September	Issue 4 December
Copy deadline (also for PR)	Mon, 18 Jan	Mon, 19 Apr	Mon, 19 Aug	Mon, 18 Oct
Advertising Deadline	Wed, 3 Feb	Wed, 5 May	Wed, 4 Aug	Wed, 3 Nov
Advertising data deadline	Fri, 19 Feb	Fri, 21 May	Wed, 20 Aug	Wed, 19 Nov
Correction to EPA	Mon, 22 Feb	Tue, 25 May	Mon, 23 Aug	Mon, 22 Nov
Imprint	Mon, 1 Mar	Mon, 31 May	Mon, 30 Aug	Mon, 29 Nov
Delivery date printed copies to EPA and national parking associations	Mon, 8 Mar	Mon, 7 Jun	Mon, 6 Sep	Mon, 6 Dec

Please **nominate one contact person** from your association who is responsible for articles and news that will be published in the magazine. Please send all articles or association news directly to Mr Ruh or to the Secretariat.

Furthermore the **board of editors** shall be re-established. Please send a short note to epa@europeanparking.eu if you are interested to become a member of the board of editors. A first working meeting of the board of editors is scheduled for March on the occasion of the Intertraffic in Amsterdam.



EPA Congress 2011

The fifteenth EPA congress in 2011 will take place in Turin in Italy from September 14-16 2011 in the Lingotto Conference Center. The theme is "Parking- the new deal".

A call for papers will be sent out soon. The Italian Association AIPARK hosts the congress.

For any information please contact Alessandra Faldi: aiparkroma@tin.it

Obituary: László Timkó



After a long and terminal disease Mr. László Timkó (born in 1930), honorary president of the Hungarian Parking Association, has died on the 6th of November 2009.

In 1989 Mr. Timkó was one of the founders of Hungaropark and later he became the president of the association until 2000. He was the host of the 7th EPA Congress in Budapest in 1996.

Upcoming Events 2010

March 2-3, Parkex, London

March 23 -25 Intertraffic, Ansterdam

LOGOS monitoring report



EU Affairs and EU Projects – November/December 2009

EU Affairs:

- ✓ **The Pros and Cons on the Urban Mobility Action Plan - European Parliament discussion.**

On **November 9th** the European parliament Transport and Tourism Committee (TRAN) exchanged views with the European commission in the person of **Mrs. Anne Houtman** (*Director of Directorate A, Internal Market and Sustainability of DG TREN*) on **the urban mobility action plan** presented in September 2009 and **subject to review in 2012**. The current action plan is articulated around **20 actions under the six themes**: 1 - Promoting integrated policies; 2 - Focusing on citizens; 3 - Greening urban transport; 4 - Strengthening funding; 5 - Sharing experience and knowledge; 6 - Optimising urban mobility (see also previous EPA Newsletter and article below).

In addition, as there is a **general consensus that urban mobility is vital for transport policy in Europe**, the EC already launched **2 studies**: on **green zones** and on the **interoperability of ticketing and pricing systems**.

On the side of the Members of the European Parliament following has been said:

- To **set up new specific financial instruments for urban mobility** - transparent and visible for urban authorities;
- More consistency needed in dealing with **modal shift**;
- **Deadlines for goals/objectives** should be set up;
- A good system for **exchanging best practices** needs to be established;
- **Progress report** under the Action plan will be made once or twice a year;
- A **change in civil society** is necessary to take into account the needs of disabled people;
- There should be a requirement to **study ITS impact on traffic safety**;
- **Tangible and specific targets** are needed for the areas and cities lagging behind;
- The **use of bicycles** in cities should become a viable alternative;
- **Infrastructure** needs more investments;



- The **subsidiarity principle** was generally considered to be observed by the Commission;

Mrs. Houtman (DG TREN) agreed for the Commission to appear in front of the European parliament committee to **report on progress**. On **subsidiarity**, she said that the Commission firstly wanted to encourage cities and secondly help those who want to act. The European commission was, however, not able to develop details in the action plan as it had to stick with a limited number of words.

Urban Mobility Action Plan

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

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:DKEY=501754:EN:NOT>

- ✓ **Preliminary analysis of the Urban Mobility Action Plan (by Tom Antonissen, Manager Transport Association Practice, LOGOS Public Affairs)**

The Urban Mobility Action Plan is made up of **20 actions** of which most of them will be discussed below, according to their interest for parking (policy) professionals and linking them with their proposed timelines:

Action 1 (launch date 2009) promises the Commission's support to local authorities to develop "**sustainable urban mobility plans**" by providing guidance material, promoting best practice exchange, identifying benchmarks and supporting educational activities – but the latter apparently only for "urban mobility professionals", though further down in the document it does mention **education, information and awareness-raising campaigns regarding "sustainable mobility behaviour"** (**Action 8, launch date 2010**). Interesting to note is a further endorsement of the Covenant of Mayors (www.eumayors.eu), where cities voluntarily came together to pledge for further reductions than the EU-envisaged 20-20-20 targets by 2020.

Financially speaking however, **Action 2 (launch date 2011 though!)** does wish to shed more light on the **complex framework of funding already available** from Structural and Cohesion funds (over €8 billion currently allocated to clean urban transport, mostly for investment in infrastructure and rolling stock), the European Investment Bank and the Trans-European Transport Network (TEN-T). In this regard, the Commission intends to **list funding opportunities** as well as to **explain the application of State Aid and public procurement rules**. **Research and demonstration projects** are also addressed, whereas **Action 10 (launch date 2009)** mentions the continued support for the EU Framework Programme for Research and Technological Development (FP7) and directs the reader's attention to the recently launched **European Green Cars Initiative** (http://ec.europa.eu/research/industrial_technologies/lists/green-cars_en.html).

Further down (**Action 14, launch date 2009**), the EU programmes STEER – Intelligent Energy Europe (ec.europa.eu/energy/intelligent/index_en.html) and URBACT (<http://urbact.eu>) are cited under the header "**optimising existing funding sources**", where also a mention is made of the Information & Communication Technologies Policy Support Programme. Also the widely familiar CIVITAS Initiative will receive an upgrade (and some financial support) and the **concept of a "CIVITAS FUTURA"** is mooted in **Action 15 (launch date 2010)**.



Of interest to professionals involved in **Intelligent Transport Systems (ITS)**, should be **Action 6 (launch date 2009)** on improving travel information through different media and the development of national and regional multimodal journey planners, with the ultimate aim of providing users with a “public transport travel portal at EU level on the internet”.

A few actions furthermore plan to **launch a study** of some sorts: **Action 7 (launch date 2009)** intends to launch a study on the **different access rules for the different types of green zones** across the EU. **Action 12 (launch date 2011)** starts with “once the EU framework for internalisation of external costs is established”, the Commission will launch a **methodological study on the urban aspects of the internalisation**. This study would look at “implementation issues of various pricing solutions” such as public acceptability, social consequences, cost recovery, availability of ITS tools and how urban pricing policies and other green zone arrangements can be effectively combined.

However, when one looks at the Action Plan with a particular interest to find out **how many times “parking”** (potential linked to “management” or “measures”) **would be mentioned, the answer would be that this is featured exactly (or only) twice!**

And not within any particular Action, but **just in the introduction to 2 themes**, one related to **“strengthening funding” (mentioning parking fees)** and one on **“optimising urban mobility”**, where it is argued that **“company mobility management”** can influence travel behaviour and so employers and public administrations can provide support through financial incentives and **parking regulations**. Couple this to the fact that over 99% of local authorities use parking measures as a means of regulating (and raising income from) urban traffic, this actually means it is the most commonly used form of **urban pricing scheme (Action 13, launch date 2009)** in force today!

A frequently returning cry for better data and statistics might be addressed soon by **Action 16 – Upgrading data and statistics**, though the plan seems to lack ambition as it proposes to launch yet another study, this one **by 2010**. While **improving data collection** should de facto lead to setting up a **database**, **Action 17** is nevertheless interesting to note, since the Commission intends to set up an **“urban mobility observatory”** in the form of a virtual platform (referring here to www.eltis.org as benchmark) to “share information, data and statistics, monitor developments and facilitate the exchange of best practices” (**launch date 2009**).

The last 2 actions of the document are also set to come into effect last, **in 2012**. **Action 19 on urban freight transport** (referring to a review of the Freight Logistics Action Plan in 2010) and **Action 20 – ITS for urban mobility**. The Commission also refers here to **complementing the ITS Action Plan**, which has a time indicator of its own (ranging from 2009 to 2014).

In this last action, mention is made of **“looking into” electronic ticketing and payment, traffic management, travel information, access regulation and demand management**, as well as addressing the opportunities opened up by the **“European Galileo GNSS system”**. However, the Commission will start on this by launching another study. This time on **improving the interoperability of ticketing and payment systems across services and transport modes, including the use of smart cards in urban transport**, with a focus on major European destinations (airports, rail stations).



In conclusion, the Urban Mobility Action Plan has something for everyone, supporters and critics alike. However, **the fact that parking policy is again practically absent from the EU-level debates on Urban Mobility should not be accepted by the parking community**, and with the European Parking Association (EPA) we certainly plan to make this position heard by policy-makers in Brussels and beyond!

✓ **EPA's President Nick Lester and Chairman of the Policy & Strategy Committee Peter Martens join LOGOS at the Polis "Parking Workshop"**

On **30 October**, Nick Lester and Peter Martens attended the **Polis "Parking Workshop"** together with Tom Antonissen from LOGOS. Next to Polis' staff (which had extended the invitation to EPA to join their 2nd Workshop, after a successful introductory meeting in December 2008), other attendants were from the Edinburgh City Council (Chair of the WG), the Flemish Institute for Mobility (VIM), KPPV, University of Rotterdam – EURICUR, City of Ghent, Transport & Mobility Leuven, Ecorys and FMOV (Madrid parking authority).

Several presentations were given by the participants, notably on Polis' views regarding the Urban Mobility Action Plan, the initial results of a survey by the University of Rotterdam entitled **"The perception of the urban parking problem"** (*which was handed out during the Polis 2009 conference on 10 and 11 December in Brussels, and which could serve as well EPA's upcoming campaign towards the EU policymakers*), the attendance of Polis at the World Parking Symposium, the current situation on parking in Madrid, the **SUSTAPARK project** (see below), the Flemish **IPark4U project** (more information in the next newsletter).

Nick Lester and Peter Martens then presented the new EPA logo and the **current EPA priorities**.

EPA was as well invited to make a presentation at the Polis 2009 conference, which took place on **10 and 11 December in Brussels**. After the well-attended high-level opening sessions (over 200 representatives, mostly from cities and regions), **Peter Martens** participated in the **Parallel Session on "The role of parking in sustainable urban mobility"**, chaired by Marshall Poulton of the Edinburgh City Council.

His highly appreciated presentation, entitled **"From local to European: the need for action at EU level on parking policies"** can be requested from the EPA Secretariat.

www.polis-online.org



EU Projects:

- ✓ **NEW CALL for proposals on ICT (Information and Communication technologies)**

On the 29th of November 2009, the European Commission published a new call ICT-2009.6.2: **ICT for Mobility of the Future.**

A target of interest is the **ICT-based systems and services for Smart Urban Mobility and New Mobility Concepts**, to address the environmental footprint and safety of mobility, while fostering economic growth. This includes:

- Innovative new tools, services and methods for **demand management**, moving from restrictive to permissive systems;
- ICT tools and services for **logistics optimized for urban environments**;
- Use of ICT for **replacing mobility** (virtual mobility, telepresence);
- New, **multi-modal** urban mobility concepts.

More information, as well as the call itself and accompanying documents are available at:

http://cordis.europa.eu/fp7/dc/index.cfm?fuseaction=UserSite.FP7DetailsCallPage&call_id=297

- ✓ **SUSTAPARK – when sustainability constraint impacts price and location of urban parking.**

Background note: SUSTAPARK is a project with the objective to develop a computer programme able to simulate the traffic effects of parking search behaviour. This is based on a model where numerous drivers move for various purposes on the network towards different locations. Each one has an activity schedule throughout the day. Each individual traveller (agent) is modelled separately. The activities of all the agents, the required trips, and the interaction with other agents in traffic are taken into account.

The movement of the car when searching for a parking place is determined by a search strategy and by the physical movement of the car. Understanding the search strategy is a complex problem, depending on many considerations from the drivers. The translation of the vehicle movements into a computer programme is based on the **principle of a cellular automaton**. The network is divided in cells, which can only hold one car at the time. The cars can move from cell to cell, under the conditions determined by the model.

The model has been **applied to the city of Leuven**, for which **3 case studies** were conducted:

- 1) Adding a new large parking garage to the city centre, leading to a shift in the use of parking spaces;
- 2) A higher parking demand due to the Christmas market led to increasing parking search times and distances;
- 3) Making part of a street in the city centre car-free, which led to no significant impact on parking behaviour.

More on SUSTAPARK <http://www.tmlleuven.be/project/sustapark/home.htm>